



Town of Arlington Select Board

Meeting Agenda

June 8, 2020

7:15 PM

Conducted by Remote Participation

1. Executive Order on Remote Participation
2. Organizational Meeting for the Purpose of Electing a Chair and Vice Chair

PROCLAMATIONS

3. a) Proclamation to Declare June as LGBTQIA+ Pride Month in Arlington
b) Request Pride Banners on Mass Avenue
Julia Forsythe, Chair
Andy Robinson, Vice Chair

CONSENT AGENDA

4. Approval of New Election Workers: (1) Jennifer Caruso, 11 Westmoreland Avenue, D, Pct. 8; (2) Susan Caruso, 11 Westmoreland Avenue, D, Pct. 10; (3) Joseph Cook, 13 Egerton Road, U, Pct. 4; (4) Caroline Harrington, 74 Columbia Road, U, Pct. 11; (5) Bernadette Murphy, 60 Pleasant Street, D, Pct. 19

LICENSES & PERMITS

5. For Approval: All Alcohol Package Store - Easy Convenience
3 P Corp, Paresh Patel Owner/Manager, 935 Massachusetts Avenue
Attorney Mary Winstanley O'Connor

CITIZENS OPEN FORUM

Except in unusual circumstances, any matter presented for consideration of the Board shall neither be acted upon, nor a decision made the night of the presentation in accordance with the policy under which the Open Forum was established. It should be noted that there is a three minute time limit to present a concern or request.

TRAFFIC RULES & ORDERS / OTHER BUSINESS

6. For Approval: Arlington Preservation Fund Loan
Patrick Guthrie, President, Arlington Preservation Fund

7. For Discussion & Vote: Waiver of Certain Interest and Penalties on Property Tax jBills pursuant to Section 11 of Chapter 53 of the Acts of 2020
Adam W. Chapdelaine, Town Manager
Sandy Pooler, Deputy Town Manager
8. For Discussion & Endorsement: Placement of 'Black Lives Matter' Banner on Town Hall
Adam W. Chapdelaine, Town Manager
9. For Discussion & Approval: Charlie Proctor Bike Memorial @ Intersection of Massachusetts Avenue and Appleton Street
Adam W. Chapdelaine, Town Manager
10. For Discussion & Approval: Creation of Design Review Committee, Massachusetts Avenue @ Appleton Street
Adam W. Chapdelaine, Town Manager
11. For Discussion: June - August Select Board Meetings

CORRESPONDENCE RECEIVED

12. Fatal Bicycle Crash @ Intersection of Massachusetts Avenue and Appleton Street
Family of Charles Proctor, A. Piasecki, Christopher Tonkin, Chair, Arlington Bicycle Advisory Committee, Scott Mullen, Linda Epstein, Anna Waldeck, Ariel Weinberg, Amanda Zangari, Blaine French, Chris Bliss, Cristina Casado, Catherine Farrell, Christine Fort, Christian Klein, Charlotte Lellman, Christina Mork, Demetri Harrington, Diane Manganaro, Elizabeth Buschert, Edward Faulkner, Erich Ludwig, Geoff Birmingham, Guilhem Ribeill, Julia Fuller, Jordon Hemingway, Jock Hoffman, Jennifer Litowski, Jeff Roth, Kate Byrd, Kevin Guiney, Leo Boneschansker, Lily Lichtenstein, Lane Zimmerman, Michael Barry, Matthew DeRemer, Misha Sidorsky, Mustafa Varoglu, Noam Reuveni, Nitin Sonawane, Ozzie Street, Pam DiBona, Philip Goff, Parke Wilde, Sandhya Manohar, Sean Murray, Timothy Grove, Thouis Jones, Tyler Mackey
13. Shared Streets Pilot Program and Fatal Bicycle Crash
Brian Ristuccia, 73 Rhinecliff Street

EXECUTIVE SESSION

Next Scheduled Meeting of Select Board To Be Determined

You are invited to a Zoom webinar.

When: Jun 8, 2020 07:15 PM Eastern Time (US and Canada)

Topic: Select Board Meeting

Please click the link below to join the webinar:

<https://zoom.us/j/93857657088>

Or iPhone one-tap :

US: +13017158592,,93857657088# or +13126266799,,93857657088#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 301 715 8592 or +1 312 626 6799 or +1 646 876 9923 or +1 253 215 8782 or +1 346 248 7799 or +1 408 638 0968 or +1 669 900 6833

Webinar ID: 938 5765 7088

International numbers available: <https://zoom.us/u/aH8el5uu>

Notice to the Public on meeting privacy In the interests of preventing abuse of videoconferencing technology (i.e. Zoom Bombing) all participants, including members of the public, wishing to engage via the Zoom App must register for *each meeting* and will notice multi-step authentication protocols. Please allow additional time to join the meeting. Further, members of the public who wish to participate without providing their name may still do so by telephone dial-in information provided above.

Members of the public are asked to send written comment to amaher@town.arlington.ma.us by June 8, 2020 at 3:00 p.m.

Documents regarding agenda items will be made available via Novus Agenda and the Town's Website.

<https://www.mass.gov/doc/open-meeting-law-order-march-12-2020/download>



Town of Arlington, Massachusetts

Executive Order on Remote Participation

ATTACHMENTS:

| | Type | File Name | Description |
|---|--------------------|---|---|
| ▢ | Reference Material | Executive_Order_on_Remote_Participation.pdf | Executive Order on Remote Participation |



OFFICE OF THE GOVERNOR
COMMONWEALTH OF MASSACHUSETTS
STATE HOUSE • BOSTON, MA 02133
(617) 725-4000

CHARLES D. BAKER
GOVERNOR

KARYN E. POLITO
LIEUTENANT GOVERNOR

**ORDER SUSPENDING CERTAIN PROVISIONS
OF THE OPEN MEETING LAW, G. L. c. 30A, § 20**

WHEREAS, on March 10, 2020, I, Charles D. Baker, Governor of the Commonwealth of Massachusetts, acting pursuant to the powers provided by Chapter 639 of the Acts of 1950 and Section 2A of Chapter 17 of the General Laws, declared that there now exists in the Commonwealth of Massachusetts a state of emergency due to the outbreak of the 2019 novel Coronavirus ("COVID-19"); and

WHEREAS, many important functions of State and Local Government are executed by "public bodies," as that term is defined in G. L. c. 30A, § 18, in meetings that are open to the public, consistent with the requirements of law and sound public policy and in order to ensure active public engagement with, contribution to, and oversight of the functions of government; and

WHEREAS, both the Federal Centers for Disease Control and Prevention ("CDC") and the Massachusetts Department of Public Health ("DPH") have advised residents to take extra measures to put distance between themselves and other people to further reduce the risk of being exposed to COVID-19. Additionally, the CDC and DPH have advised high-risk individuals, including people over the age of 60, anyone with underlying health conditions or a weakened immune system, and pregnant women, to avoid large gatherings.

WHEREAS, sections 7, 8, and 8A of Chapter 639 of the Acts of 1950 authorize the Governor, during the effective period of a declared emergency, to exercise authority over public assemblages as necessary to protect the health and safety of persons; and

WHEREAS, low-cost telephone, social media, and other internet-based technologies are currently available that will permit the convening of a public body through virtual means and allow real-time public access to the activities of the public body; and

WHEREAS section 20 of chapter 30A and implementing regulations issued by the Attorney General currently authorize remote participation by members of a public body, subject to certain limitations;

NOW THEREFORE, I hereby order the following:

(1) A public body, as defined in section 18 of chapter 30A of the General Laws, is hereby relieved from the requirement of section 20 of chapter 30A that it conduct its meetings in a public place that is open and physically accessible to the public, provided that the public body makes provision to ensure public access to the deliberations of the public body for interested members of the public through adequate, alternative means.

Adequate, alternative means of public access shall mean measures that provide transparency and permit timely and effective public access to the deliberations of the public body. Such means may include, without limitation, providing public access through telephone, internet, or satellite enabled audio or video conferencing or any other technology that enables the public to clearly follow the proceedings of the public body while those activities are occurring. Where allowance for active, real-time participation by members of the public is a specific requirement of a general or special law or regulation, or a local ordinance or by-law, pursuant to which the proceeding is conducted, any alternative means of public access must provide for such participation.

A municipal public body that for reasons of economic hardship and despite best efforts is unable to provide alternative means of public access that will enable the public to follow the proceedings of the municipal public body as those activities are occurring in real time may instead post on its municipal website a full and complete transcript, recording, or other comprehensive record of the proceedings as soon as practicable upon conclusion of the proceedings. This paragraph shall not apply to proceedings that are conducted pursuant to a general or special law or regulation, or a local ordinance or by-law, that requires allowance for active participation by members of the public.

A public body must offer its selected alternative means of access to its proceedings without subscription, toll, or similar charge to the public.


(2) Public bodies are hereby authorized to allow remote participation by all members in any meeting of the public body. The requirement that a quorum of the body and the chair be physically present at a specified meeting location, as provided in G. L. c. 30A, § 20(d) and in 940 CMR 29.10(4)(b), is hereby suspended.

(3) A public body that elects to conduct its proceedings under the relief provided in sections (1) or (2) above shall ensure that any party entitled or required to appear before it shall be able to do so through remote means, as if the party were a member of the public body and participating remotely as provided in section (2).

(4) All other provisions of sections 18 to 25 of chapter 30A and the Attorney General's implementing regulations shall otherwise remain unchanged and fully applicable to the activities of public bodies.

This Order is effective immediately and shall remain in effect until rescinded or until the State of Emergency is terminated, whichever happens first.

Given in Boston at 6:40 PM this 12th day of
March, two thousand and twenty.

A handwritten signature in dark ink, appearing to read "Charles D. Baker". The signature is written in a cursive style with a horizontal line underneath it.

CHARLES D. BAKER
GOVERNOR
Commonwealth of Massachusetts



Town of Arlington, Massachusetts

Organizational Meeting for the Purpose of Electing a Chair and Vice Chair



Town of Arlington, Massachusetts

a) Proclamation to Declare June as LGBTQIA+ Pride Month in Arlington

Summary:

b) Request Pride Banners on Mass Avenue

Julia Forsythe, Chair

Andy Robinson, Vice Chair

ATTACHMENTS:

| | Type | File Name | Description |
|---|--------------------|---|---------------------|
| ▢ | Reference Material | 2020_Pride_Proclamation.pdf | Pride Proclamation |
| ▢ | Reference Material | RC_Final_Banner_Design.pdf | Pride Banner Design |
| ▢ | Reference Material | Rainbow_Commission_Banner_Application_(1).pdf | Banner Application |
| ▢ | Reference Material | Schedule.pdf | Banner Schedule |

PROCLAMATION

WHEREAS: June marks LGBTQIA+ Pride Month and this year commemorates 50 years of Pride in Massachusetts. The first Pride began as a riot at the Stonewall Inn in 1969 and was led by people of color who sought an end to brutality and oppression of the LGBTQIA+ community by the New York Police. 51 years later, we recognize and stand in solidarity with communities of color, particularly Black, Latinx, and Indigenous people who continue to suffer constant injustice. We continue to work toward uniting against oppression, police brutality, racism, transphobia, and many other disparities that disproportionately impact these communities.

WHEREAS: Pride is about challenging authority and embracing solidarity and now, this is more important than ever as people of all races, ethnicities, genders, orientations, and abilities continue to work on many fronts to realize this. Efforts to create a better world through acts of resistance to the inequitable enforcement of unjust laws and local-, state-, and federally-sanctioned harassment and abuse of LGBTQIA+ people, Black people, Latinx people, Asian people, Indigenous people, and women have continued since the second half of the 1960s. 51 years later, we continue to do this work and to seek the same outcomes for all people.

WHEREAS: The continued COVID-19 pandemic is having disproportionate impact on LGBTQIA+ communities and communities of color, which are already vulnerable to health care, employment, and housing discrimination. These communities continue to struggle with higher rates of homelessness, health, and food insecurities compared to other communities. They face additional simultaneous health issues stemming from bias, mental health, and lack of insurance compounded with high job losses and growing rates of positive COVID-19 cases. During COVID-19, we must continue to denounce racist and xenophobic overtones that have pervaded some conversations of the on-going pandemic and its response while bringing awareness and assistance to disproportionately impacted communities.

WHEREAS: Town Meeting created the LGBTQIA+ Rainbow Commission in 2017 to promote LGBTQIA+-affirming policies for all residents of the town of Arlington; and

WHEREAS: the town of Arlington was one of only 10 municipalities in the Commonwealth of Massachusetts to earn a spot on the Human Rights Campaign's [2019 Municipal Equality Index](#) and one of seven in the state to earn a perfect score; and

WHEREAS: the LGBTQIA+ Rainbow Commission is aware that in Massachusetts LGBTQIA+ people of all ages are more likely to experience disparities in health and the social determinants of health as compared with their straight and cisgender peers and that these disparities are even greater among LGBTQIA+ people of color; and

WHEREAS: students in the town of Arlington who are homeless are disproportionately more likely to be LGBTQIA+ and the town of Arlington's 2019 "[Youth Risk Behavior Assessment](#)" found that "[s]exual minority youth including lesbian, gay, and bisexual high school students in particular are at substantial risk for serious health outcomes relative to their peers"; and

WHEREAS: the LGBTQIA+ community in Arlington is resilient and enjoys strong allied partnerships with the town's Human Rights Commission, Council on Aging, Disability Commission, Commission for Arts and Culture, and numerous other groups and residents that support the LGBTQIA+ Rainbow Commission's

work to bring greater visibility and empowerment to the LGBTQIA+ population through education, advocacy, and collaboration with other Town agencies, schools, and community groups; and

WHEREAS: Celebrating LGBTQIA+ Pride Month and displaying Pride flags are outward representations of the Town's commitment to full inclusion of the LGBTQIA+ community in Arlington's civic life; and

WHEREAS: LGBTQIA+ Pride Month celebrations and commemorations will take place virtually and online in the Commonwealth of Massachusetts to adhere to public health physical distancing guidance in light of the COVID-19 pandemic, giving even greater importance to outward representations of support for the LGBTQIA+ community in Arlington.

NOW, THEREFORE, BE IT RESOLVED, that we, the Members of the Select Board, reaffirm our support for equal protections for LGBTQIA+ residents of Arlington.

BE IT FURTHER RESOLVED, that we designate June 2020 as LGBTQIA+ Pride Month in Arlington.

A true record.

ATTEST: By: _____ Board Administrator



Applicant and Sponsoring Organization Information

E-mail: andysloan02@gmail.com

Banner Material:

Date Approved: _____

BANNER SCHEDULE 2020

| Month | Event | Event | Event | Event |
|-----------|--|------------------------|-------|-------|
| January | | | | |
| February | Human Rights Commission Black History Month 16 East Arl. & Arl. Center | | | |
| March | | | | |
| April | APA Youth Initiative Banners 12 | | | |
| May | APA Youth Initiative Banners 12 | | | |
| June | APA Youth Initiative Banners 12 | AHS Seniors until 6/21 | | |
| July | Arlington Public Art | | | |
| August | Arlington Public Art | | | |
| September | | | | |
| October | | | | |
| November | | | | |
| December | | | | |



Town of Arlington, Massachusetts

Approval of New Election Workers: (1) Jennifer Caruso, 11 Westmoreland Avenue, D, Pct. 8; (2) Susan Caruso, 11 Westmoreland Avenue, D, Pct. 10; (3) Joseph Cook, 13 Egerton Road, U, Pct. 4; (4) Caroline Harrington, 74 Columbia Road, U, Pct. 11; (5) Bernadette Murphy, 60 Pleasant Street, D, Pct. 19

ATTACHMENTS:

| | Type | File Name | Description |
|---|-----------------------|-----------------------------|----------------|
| ▢ | Reference Material | Election_Worker_Records.pdf | Master Records |

ELECTION WORKER'S MASTER RECORD

Date: 6/4/20

Check One: ✓ New Employee
 Change to Existing Employee

| | | | |
|---------------------|---------------------|------------|-----------|
| Vendor # | | Position | INSPECTOR |
| Name: | JENNIFER CARUSO | Democrat | ✓ |
| Address: | 11 WESTMORELAND AVE | Republican | |
| | | Unenrolled | |
| Zip Code | 08474 | Precinct | 8 |
| Alpha/ Last Name | | Phone # | |

Position Codes:

| | |
|-----------------------|-------------------|
| 10 – Warden | 60 – Deputy Clerk |
| 20 – Deputy Warden | 70 – Teller |
| 30 – Inspector | 80 – Substitute |
| 40 – Deputy Inspector | 90 – Custodian |
| 50 – Clerk | |

ELECTION WORKER'S MASTER RECORD

Date: 6/5/20

Check One: ✓ New Employee
 Change to Existing Employee

| | | | |
|---------------------|---------------------|------------|-----------|
| Vendor # | | Position | INSPECTOR |
| Name: | SUSAN CARUSO | Democrat | ✓ |
| Address: | 11 WESTMORELAND AVE | Republican | |
| | | Unenrolled | |
| Zip Code | 02474 | Precinct | 10 |
| Alpha/ Last Name | | Phone # | |

Position Codes:

| | |
|-----------------------|-------------------|
| 10 – Warden | 60 – Deputy Clerk |
| 20 – Deputy Warden | 70 – Teller |
| 30 – Inspector | 80 – Substitute |
| 40 – Deputy Inspector | 90 – Custodian |
| 50 – Clerk | |

ELECTION WORKER'S MASTER RECORD

Date: 6/4/20

Check One: ✓ New Employee
 Change to Existing Employee

| | | | |
|---------------------|-----------------------|------------|------------------|
| Vendor # | _____ | Position | <u>INSPECTOR</u> |
| Name: | <u>JOSEPH COOK</u> | Democrat | _____ |
| Address: | <u>13 EGETON ROAD</u> | Republican | _____ |
| | _____ | Unenrolled | <u>✓</u> |
| Zip Code | <u>02474</u> | Precinct | <u>4</u> |
| Alpha/ Last Name | _____ | Phone # | _____ |

Position Codes:

| | |
|-----------------------|-------------------|
| 10 – Warden | 60 – Deputy Clerk |
| 20 – Deputy Warden | 70 – Teller |
| 30 – Inspector | 80 – Substitute |
| 40 – Deputy Inspector | 90 – Custodian |
| 50 – Clerk | |

OK

Position Codes:

| | |
|-----------------------|-------------------|
| 10 – Warden | 60 – Deputy Clerk |
| 20 – Deputy Warden | 70 – Teller |
| 30 – Inspector | 80 – Substitute |
| 40 – Deputy Inspector | 90 – Custodian |
| 50 – Clerk | |

ELECTION WORKER'S MASTER RECORD

Date: 6/4/20

Check One: ✓ New Employee
 Change to Existing Employee

| | | | |
|---------------------|--------------------|------------|-----------|
| Vendor # | _____ | Position | INSPECTOR |
| Name: | BERNADETTE Murphy | Democrat | ✓ |
| Address: | 60 PLEASANT STREET | Republican | _____ |
| | # 209 | Unenrolled | _____ |
| Zip Code | 02476 | Precinct | 19 |
| Alpha/ Last Name | _____ | Phone # | _____ |

Position Codes:

| | |
|-----------------------|-------------------|
| 10 – Warden | 60 – Deputy Clerk |
| 20 – Deputy Warden | 70 – Teller |
| 30 – Inspector | 80 – Substitute |
| 40 – Deputy Inspector | 90 – Custodian |
| 50 – Clerk | |



Town of Arlington, Massachusetts

For Approval: All Alcohol Package Store - Easy Convenience

Summary:

3 P Corp, Paresh Patel Owner/Manager, 935 Massachusetts Avenue
Attorney Mary Winstanley O'Connor

ATTACHMENTS:

| | Type | File Name | Description |
|---|--------------------|--|---------------------------------------|
| ▢ | Reference Material | Easy_Convenience_Inspection_Reports.pdf | Inspection Reports |
| ▢ | Reference Material | Easy_Convenience_Application.pdf | All Alcohol Package Store Application |
| ▢ | Reference Material | Easy_Convenience_Floor_Plan.pdf | Easy Convenience Floor Plan |
| ▢ | Reference Material | Letters_of_Support- _Easy_Convenience.pdf | Letters of Support |
| ▢ | Reference Material | Petition_-_Easy_Convenience.pdf | Petition |

LICENSE APPLICATION REPORT

Type of License: All Alcohol Package Store

Name of Applicant: Paresh Patel d/b/a Easy Convenience

Address: 935 Massachusetts Avenue

The following Departments have **no objections** to the issuance of said license:

- Police _____
- Fire _____
- Health _____
- Building _____
- Planning _____

The following Departments have **no objections** but have made comments or conditions regarding the issuance of said license: (see attached)

- Police ____x____
- Fire ____x____
- Health ____x____
- Building ____x____
- Planning ____x____

The following Departments have **objections** to the issuance of said license:
(see attached)

- Police _____
- Fire _____
- Health _____
- Building _____
- Planning _____

ARLINGTON POLICE DEPARTMENT

Juliann Flaherty
Acting Chief of Police



POLICE HEADQUARTERS
112 Mystic Street
Telephone 781-316-3900

Town of Arlington
MASSACHUSETTS 02474

June 1, 2020

On Monday, July, 2019 at 2:30 PM, I called and spoke with Paresh Patel regarding this application for a Transfer of All Alcohol Package Store License for the Easy Convenience, located at 935 Mass Ave. Patel stated that he bought out a business with an already existing alcohol license and is now transferring it to this location.

I advised Paresh Patel that the Board of Selectmen may be conducting C.O.R.I and S.O.R.I checks during the application process.

Pending the checks conducted by the Board of Selectmen's Office, Arlington Police Dept. is not aware of any law enforcement or public safety reasons to object to the Transfer of All Alcohol Package Store for the Easy Convenience.

Respectfully Submitted,

Detective Edward DeFrancisco

APPLICANT SIGNATURE SECTION:

I have received the above report and acknowledge said inspection. I fully understand that no work is to commence at the premises of the proposed location of which is the subject matter of this inspection report until the license is approved by the Select Board; furthermore, any work done is done at the applicant's risk.

Applicant's Signature: _____

Date: _____

Paresh Patel
6/2/20

"Proactive and Proud"



Arlington Fire Department Town of Arlington

Administrative Office
411 Massachusetts Ave, Arlington, MA 02474
Phone: (781) 316-3803 Fax: (781) 316-3808
Email: rmelly@town.arlington.ma.us

Ryan Melly
Deputy Fire Chief

Checklist for food sales ownership conversion.

- All exit signs and emergency lights must be tested and in good working order
- FACP **must** have annual test paperwork on hand and be free of trouble and alarm signals
- Sprinkler system (if present) shall have current inspection tag
- All extinguishers must be hung with signs and a current inspection tag
- "K" extinguisher mounted and tagged in the kitchen area if using fat to cook
- All exits and exit paths must be in proper working order and free from storage
- No storage of excess combustibles allowed inside building or near exit ways
- Hoods must have current inspection/cleaning sticker attached
- Kitchen extinguishing systems must have current inspection tags
- If Ansul or Sprinklers present FACP must report to monitoring company
- Address must be clearly visible from the street
- Electrical panels must be accessible from floor to ceiling for the entire width
- Call for inspection after all has been completed 781-316-3803

APPLICANT SIGNATURE SECTION:

I have received the above report and acknowledge said inspection. I fully understand that no work is to commence at the premises of the proposed location of which is the subject matter of this inspection report until the license is approved by the Select Board; furthermore, any work done is done at the applicant's risk.

Applicant's Signature: 

Date: 6/2/20



Town of Arlington
Department of Health and Human Services
Office of the Board of Health
27 Maple Street
Arlington, MA 02476

Tel: (781) 316-3170
Fax: (781) 316-3175

MEMO

To: Select Board
From: Kylee Sullivan, Health Compliance Officer
Date: June 1, 2020
RE: Board of Health Comments for Select Board Meeting on June 8, 2020

Please accept the following as comments from the Office of the Board of Health:

Easy Convenience: 935 Massachusetts Avenue
Transfer of an All Alcohol Package Store License

- Easy Convenience is in good standing with the Health Department. Routine food inspections over the past three years indicate that the establishment is operating in compliance with the Food Code. Additionally, since the Town's Regulation Restricting the Sale of Tobacco Products and Nicotine Delivery Products was amended in 2013, Easy Convenience has not had any sales violations during tobacco compliance checks.

APPLICANT SIGNATURE SECTION:

I have received the above report and acknowledge said inspection. I fully understand that no work is to commence at the premises of the proposed location of which is the subject matter of this inspection report until the license is approved by the Select Board; furthermore, any work done is done at the applicant's risk.

Applicant's Signature: 

Date: 6/2/20

**OFFICE OF THE SELECT BOARD
TOWN OF ARLINGTON - INSPECTION REPORT**

Report is due at the Office of the Select Board by, Wednesday June 3, 2020
ONE REPORT IS REQUIRED FROM EACH DEPARTMENT.

Location: 935 Massachusetts Avenue
Applicant's Name: Paresh Patel
D/B/A: Easy Convenience
Telephone: 617-523-1010
Department: Sent Via E-mail

Date: 5/27/2020

MEETING DATE: June 8, 2020

Inspected By:

RE: TRANSFER OF ALL ALCOHOL PACKAGE STORE

Police
Fire
Board of Health
Building
Planning

INSPECTION REPORT SECTION:

Building

All building changes need permits.

All sign changes need approval and sign permit.

Window signs cannot exceed 25% of window or line lines will be levied.

Certificate of Occupancy is needed - \$100 fee.

The Director of Inspectional Services has no objection to the issuance of this license as the applicant has been made aware of seating capacity and necessity for showing proof of ownership of sidewalk.

Plumbing

The Inspector of Plumbing and Gasfitting has no objection to the issuance of this license.

All Plumbing and Gasfitting work requires that the permits be obtained from this office for their respective trades by a licensed contractors.

Electrical

The Inspector of Wires has no objection to the issuance of this license

The applicant acknowledges that this is a conditional approval of the premises only and is not to be constructed as approval of the Inspector of Wires of concealed electrical wiring. Any new wiring must conform to the Mass. Electrical Code. Notify the Inspector of Wires in accordance with Chapter 143, Section 31.

APPLICANT SIGNATURE SECTION:

I have received the above report and acknowledge said inspection. I fully understand that no work is to commence at the premises of the proposed location of which is the subject matter of this inspection report until the license is approved by the Select Board; furthermore, any work done is done at the applicant's risk.

Applicant's Signature: Paresh Patel

Date: 6/2/20

**OFFICE OF THE SELECT BOARD
TOWN OF ARLINGTON - INSPECTION REPORT**

Report is due at the Office of the Select Board by, Wednesday June 3, 2020

ONE REPORT IS REQUIRED FROM EACH DEPARTMENT.

Location: 935 Massachusetts Avenue

Applicant's Name: Paresh Patel

D/B/A: Easy Convenience

Telephone: 617-523-1010

Department: Sent Via E-mail

Date: 5/27/2020

MEETING DATE: June 8, 2020

Inspected By:

RE: TRANSFER OF ALL ALCOHOL PACKAGE STORE

Police

Fire

Board of Health

Building

Planning---Ali Carter, Economic Development Coordinator

INSPECTION REPORT SECTION:

This is an application for a transfer of an all alcohol package store license to the owners of Easy Convenience at 935 Massachusetts Avenue. This store has been in this location and under the same management for decades. It is located in a B4 Vehicular Oriented Business district, and the license is appropriate for this business in this location.

APPLICANT SIGNATURE SECTION:

I have received the above report and acknowledge said inspection. I fully understand that no work is to commence at the premises of the proposed location of which is the subject matter of this inspection report until the license is approved by the Select Board; furthermore, any work done is done at the applicant's risk.

Applicant's Signature: 

Date: 6/2/20



The Commonwealth of Massachusetts
Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
www.mass.gov/abcc

RETAIL ALCOHOLIC BEVERAGES LICENSE APPLICATION
MONETARY TRANSMITTAL FORM

APPLICATION FOR A TRANSFER OF LICENSE

APPLICATION SHOULD BE COMPLETED ON-LINE, PRINTED, SIGNED, AND SUBMITTED TO THE LOCAL
LICENSING AUTHORITY.

ECRT CODE: RETA

Please make \$200.00 payment here: ABCC PAYMENT WEBSITE

PAYMENT MUST DENOTE THE NAME OF THE LICENSEE CORPORATION, LLC, PARTNERSHIP, OR INDIVIDUAL AND INCLUDE THE
PAYMENT RECEIPT

ABCC LICENSE NUMBER (IF AN EXISTING LICENSEE, CAN BE OBTAINED FROM THE CITY)

00059-PK-0030

ENTITY/ LICENSEE NAME

EPW, LLC

ADDRESS

1398 Massachusetts Avenue

CITY/TOWN

Arlington

STATE

MA

ZIP CODE

02476

For the following transactions (Check all that apply):

- | | | | |
|--|---|---|---|
| <input type="checkbox"/> New License | <input checked="" type="checkbox"/> Change of Location | <input type="checkbox"/> Change of Class (i.e. Annual / Seasonal) | <input type="checkbox"/> Change Corporate Structure (i.e. Corp / LLC) |
| <input checked="" type="checkbox"/> Transfer of License | <input type="checkbox"/> Alteration of Licensed Premises | <input type="checkbox"/> Change of License Type (i.e. club / restaurant) | <input type="checkbox"/> Pledge of Collateral (i.e. License/Stock) |
| <input type="checkbox"/> Change of Manager | <input type="checkbox"/> Change Corporate Name | <input type="checkbox"/> Change of Category (i.e. All Alcohol/Wine, Malt) | <input type="checkbox"/> Management/Operating Agreement |
| <input type="checkbox"/> Change of Officers/ Directors/LLC Managers | <input type="checkbox"/> Change of Ownership Interest (LLC Members/ LLP Partners, Trustees) | <input type="checkbox"/> Issuance/Transfer of Stock/New Stockholder | <input type="checkbox"/> Change of Hours |
| | | <input type="checkbox"/> Other | <input type="checkbox"/> Change of DBA |

THE LOCAL LICENSING AUTHORITY MUST MAIL THIS
TRANSMITTAL FORM ALONG WITH
COMPLETED APPLICATION, AND SUPPORTING DOCUMENTS TO:

Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3
Chelsea, MA 02150-2358



The Commonwealth of Massachusetts
Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
www.mass.gov/abcc

APPLICATION FOR A TRANSFER OF LICENSE

Municipality

1. TRANSACTION INFORMATION

- ☒ Transfer of License
☐ Alteration of Premises
☒ Change of Location
☐ Management/Operating Agreement
- ☐ Pledge of Inventory
☐ Pledge of License
☐ Pledge of Stock
☐ Other
- ☐ Change of Class
☐ Change of Category
☐ Change of License Type
(\$12 ONLY, e.g. "club" to "restaurant")

Please provide a narrative overview of the transaction(s) being applied for. On-premises applicants should also provide a description of the intended theme or concept of the business operation. Attach additional pages, if necessary.

EPW, LLC seeks to transfer the package store retail license used at 1398 Massachusetts Avenue, Arlington, MA to 3 P Corp. at 935 Massachusetts Avenue, Arlington, MA

2. LICENSE CLASSIFICATION INFORMATION

| ON/OFF-PREMISES | TYPE | CATEGORY | CLASS |
|--|---|--|-------------------------------------|
| <input type="text" value="Off-Premises-15"/> | <input type="text" value="\$15 Package Store"/> | <input type="text" value="All Alcoholic Beverages"/> | <input type="text" value="Annual"/> |

3. BUSINESS ENTITY INFORMATION

The entity that will be issued the license and have operational control of the premises.

| | | | |
|------------------------------------|--|-------------------|---|
| Current or Seller's License Number | <input type="text" value="00059-PK-0030"/> | FEIN | <input type="text" value="043440898"/> |
| Entity Name | <input type="text" value="3 P Corp."/> | | |
| DBA | <input type="text" value="Easy Convenience"/> | Manager of Record | <input type="text" value="Paresh Patel"/> |
| Street Address | <input type="text" value="935 Massachusetts Avenue, Arlington, MA"/> | | |
| Phone | <input type="text"/> | Email | <input type="text" value="easyconv@rcn.com"/> |
| Add'l Phone | <input type="text"/> | Website | <input type="text" value="None"/> |

4. DESCRIPTION OF PREMISES

Please provide a complete description of the premises to be licensed, including the number of floors, number of rooms on each floor, any outdoor areas to be included in the licensed area, and total square footage. If this application alters the current premises, provide the specific changes from the last approved description. You must also submit a floor plan.

| | | | | | |
|---------------------|------------------------------------|------------------|----------------------------------|------------------|----------------------------------|
| Total Sq. Footage | <input type="text" value="2,600"/> | Seating Capacity | <input type="text" value="N/A"/> | Occupancy Number | <input type="text" value="N/A"/> |
| Number of Entrances | <input type="text" value="One"/> | Number of Exits | <input type="text" value="2"/> | Number of Floors | <input type="text" value="One"/> |

APPLICATION FOR A TRANSFER OF LICENSE

5. CURRENT OFFICERS, STOCK OR OWNERSHIP INTEREST

Transferor Entity Name

EPW, LLC

By what means is the license being transferred?

Purchase

List the individuals and entities of the current ownership. Attach additional pages if necessary utilizing the format below.

| Name of Principal | Title/Position | Percentage of Ownership |
|-------------------|----------------|-------------------------|
| Peter A. Weisman | Manager | 50% |
| Bach P. Weisman | Secretary | 50% |
| | | |
| | | |
| | | |

6. PROPOSED OFFICERS, STOCK OR OWNERSHIP INTEREST

List all individuals or entities that will have a direct or indirect, beneficial or financial interest in this license (E.g. Stockholders, Officers, Directors, LLC Managers, LLC Members, LLP Partners, Trustees etc.). Attach additional page(s) provided, if necessary, utilizing Addendum A.

- The individuals and titles listed in this section must be identical to those filed with the Massachusetts Secretary of State.
- The individuals identified in this section, as well as the proposed Manager of Record, must complete a CORI Release Form.
- Please note the following statutory requirements for Directors and LLC Managers:
On Premises (E.g. Restaurant/ Club/Hotel) Directors or LLC Managers - At least 50% must be US citizens;
Off Premises (Liquor Store) Directors or LLC Managers - All must be US citizens and a majority must be Massachusetts residents.
- If you are a Multi-Tiered Organization, please attach a flow chart identifying each corporate interest and the individual owners of each entity as well as the Articles of Organization for each corporate entity. Every individual must be identified in Addendum A.

| Name of Principal | Residential Address | SSN | DOB | Title and or Position | Percentage of Ownership | Director/ LLC Manager | US Citizen | MA Resident |
|-------------------|---------------------|-----|-----|-------------------------|-------------------------|---|---|---|
| Paresh Patel | | | | President and Secretary | 50% | <input checked="" type="radio"/> Yes <input type="radio"/> No | <input checked="" type="radio"/> Yes <input type="radio"/> No | <input checked="" type="radio"/> Yes <input type="radio"/> No |
| Pradeep Patel | | | | Treasurer | 50% | <input checked="" type="radio"/> Yes <input type="radio"/> No | <input checked="" type="radio"/> Yes <input type="radio"/> No | <input checked="" type="radio"/> Yes <input type="radio"/> No |
| | | | | | | <input type="radio"/> Yes <input type="radio"/> No | <input type="radio"/> Yes <input type="radio"/> No | <input type="radio"/> Yes <input type="radio"/> No |
| | | | | | | <input type="radio"/> Yes <input type="radio"/> No | <input type="radio"/> Yes <input type="radio"/> No | <input type="radio"/> Yes <input type="radio"/> No |

APPLICATION FOR A TRANSFER OF LICENSE

6. PROPOSED OFFICERS, STOCK OR OWNERSHIP INTEREST (Continued...)

| | | | |
|-----------------------|-------------------------|--|--|
| Name of Principal | Residential Address | SSN | DOB |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Title and or Position | Percentage of Ownership | Director/ LLC Manager | US Citizen |
| <input type="text"/> | <input type="text"/> | <input type="radio"/> Yes <input type="radio"/> No | <input type="radio"/> Yes <input type="radio"/> No |
| Name of Principal | Residential Address | SSN | DOB |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Title and or Position | Percentage of Ownership | Director/ LLC Manager | US Citizen |
| <input type="text"/> | <input type="text"/> | <input type="radio"/> Yes <input type="radio"/> No | <input type="radio"/> Yes <input type="radio"/> No |
| Name of Principal | Residential Address | SSN | DOB |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Title and or Position | Percentage of Ownership | Director/ LLC Manager | US Citizen |
| <input type="text"/> | <input type="text"/> | <input type="radio"/> Yes <input type="radio"/> No | <input type="radio"/> Yes <input type="radio"/> No |

Additional pages attached?

☐ Yes ☒ No

CRIMINAL HISTORY

Has any individual listed in question 6, and applicable attachments, ever been convicted of a State, Federal or Military Crime? If yes, attach an affidavit providing the details of any and all convictions.

☐ Yes ☒ No

6A. INTEREST IN AN ALCOHOLIC BEVERAGES LICENSE

Does any individual or entity identified in question 6, and applicable attachments, have any direct or indirect, beneficial or financial interest in any other license to sell alcoholic beverages? Yes ☐ No ☒ If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

| Name | License Type | License Name | Municipality |
|------|--------------|--------------|--------------|
| | | | |
| | | | |
| | | | |

6B. PREVIOUSLY HELD INTEREST IN AN ALCOHOLIC BEVERAGES LICENSE

Has any individual or entity identified in question 6, and applicable attachments, ever held a direct or indirect, beneficial or financial interest in a license to sell alcoholic beverages, which is not presently held? Yes ☐ No ☒ If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

| Name | License Type | License Name | |
|------|--------------|--------------|--|
| | | | |
| | | | |
| | | | |

APPLICATION FOR A TRANSFER OF LICENSE

6C. DISCLOSURE OF LICENSE DISCIPLINARY ACTION

Have any of the disclosed licenses listed in question 6A or 6B ever been suspended, revoked or cancelled?

Yes ☐ No ☒ If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

| Date of Action | Name of License | City | Reason for suspension, revocation or cancellation |
|----------------|-----------------|------|---|
| | | | |
| | | | |
| | | | |

7. CORPORATE STRUCTURE

Entity Legal Structure

Corporation

Date of Incorporation

November 16, 1998

State of Incorporation

Massachusetts

Is the Corporation publicly traded? ☐ Yes

☒ No

8. OCCUPANCY OF PREMISES

Please complete all fields in this section. Please provide proof of legal occupancy of the premises.

- If the applicant entity owns the premises, a deed is required.
- If leasing or renting the premises, a signed copy of the lease is required.
- If the lease is contingent on the approval of this license, and a signed lease is not available, a copy of the unsigned lease and a letter of intent to lease, signed by the applicant and the landlord, is required.
- If the real estate and business are owned by the same individuals listed in question 6, either individually or through separate business entities, a signed copy of a lease between the two entities is required.

Please indicate by what means the applicant will occupy the premises

Lease

Landlord Name

Charles Myatt

Landlord Phone

Landlord Email

charles.myatt@comcast.net

Landlord Address

Lease Beginning Date

6/30/2008

Rent per Month

\$3,400.00

Lease Ending Date

6/30/2028

Rent per Year

\$40,800.00

Will the Landlord receive revenue based on percentage of alcohol sales?

☐ Yes ☒ No

9. APPLICATION CONTACT

The application contact is the person who the licensing authorities should contact regarding this application.

Name:

Paresh Patel

Phone:

Title:

President

Email:

easyconv@rcn.com

APPLICATION FOR A TRANSFER OF LICENSE

10. FINANCIAL DISCLOSURE

| | |
|---------------------------------------|----------|
| A. Purchase Price for Real Estate | 0 |
| B. Purchase Price for Business Assets | \$75,000 |
| C. Other* (Please specify) | |
| D. Total Cost | \$75,000 |

*Other: (i.e. Costs associated with License Transaction including but not limited to: Property price, Business Assets, Renovations costs, Construction costs, Initial Start-up costs, Inventory costs, or specify other costs):"

SOURCE OF CASH CONTRIBUTION

Please provide documentation of available funds. (E.g. Bank or other Financial institution Statements, Bank Letter, etc.)

| Name of Contributor | Amount of Contribution |
|---------------------|------------------------|
| Paresh Patel | \$100,000 |
| | |
| | |
| | |
| Total: | \$100,000 |

SOURCE OF FINANCING

Please provide signed financing documentation.

| Name of Lender | Amount | Type of Financing | Is the lender a licensee pursuant to M.G.L. Ch. 138. |
|----------------|-----------|-------------------|---|
| TD Bank | \$100,000 | HELOC | <input type="radio"/> Yes <input checked="" type="radio"/> No |
| | | | <input type="radio"/> Yes <input type="radio"/> No |
| | | | <input type="radio"/> Yes <input type="radio"/> No |
| | | | <input type="radio"/> Yes <input type="radio"/> No |

FINANCIAL INFORMATION

Provide a detailed explanation of the form(s) and source(s) of funding for the cost identified above.

Mr. Patel will be utilizing a HELOC he has with TD Bank for the purchase and construction.

11. PLEDGE INFORMATION

Please provide signed pledge documentation.

Are you seeking approval for a pledge? ☐ Yes ☒ No

Please indicate what you are seeking to pledge (check all that apply) ☐ License ☐ Stock ☐ Inventory

To whom is the pledge being made?

12. MANAGER APPLICATION

A. MANAGER INFORMATION

The individual that has been appointed to manage and control the licensed business and premises.

Proposed Manager Name Date of Birth SSN

Residential Address

Email Phone

Please indicate how many hours per week you intend to be on the licensed premises

B. CITIZENSHIP/BACKGROUND INFORMATION

Are you a U.S. Citizen?*

☒ Yes ☐ No *Manager must be a U.S. Citizen

If yes, attach one of the following as proof of citizenship US Passport, Voter's Certificate, Birth Certificate or Naturalization Papers.

Have you ever been convicted of a state, federal, or military crime?

☐ Yes ☒ No

If yes, fill out the table below and attach an affidavit providing the details of any and all convictions. Attach additional pages, if necessary, utilizing the format below.

| Date | Municipality | Charge | Disposition |
|------|--------------|--------|-------------|
| | | | |
| | | | |
| | | | |

C. EMPLOYMENT INFORMATION

Please provide your employment history. Attach additional pages, if necessary, utilizing the format below.

| Start Date | End Date | Position | Employer | Supervisor Name |
|------------|----------|--------------|----------|-----------------|
| | | See attached | | |
| | | | | |
| | | | | |
| | | | | |

D. PRIOR DISCIPLINARY ACTION

Have you held a beneficial or financial interest in, or been the manager of, a license to sell alcoholic beverages that was subject to disciplinary action? ☐ Yes ☒ No If yes, please fill out the table. Attach additional pages, if necessary,utilizing the format below.

| Date of Action | Name of License | State | City | Reason for suspension, revocation or cancellation |
|----------------|-----------------|-------|------|---|
| | | | | |
| | | | | |
| | | | | |

I hereby swear under the pains and penalties of perjury that the information I have provided in this application is true and accurate:

Manager's Signature Date

Paresh Patel

Personal Information

Name : Paresh Patel
Date of Birth :
Marital Status :
Sex :
Current Address:
Current occupation: **Retail Store Owner**

PROFESSIONAL PROFILE

Over 10 years of experience in retail business. Highly dedicated and positive attitude. Good management skill. Aware of regulations, safety & cleanness in the retail store.

RETAIL STORE EXPERIENCE

Store Owner:

Easy Convenience Store, 935 Mass. Ave., Arlington, MA 02476 Jan 1999 – Present
Operate and Manage vendor relations.

Management:

Conti Liquor, 409 Concord Street, Framingham, MA 01702 2004 – Present
Help Liquor store owner in running business and managing as needed bases is.

Management:

Lucky Farm, 1 West Main Street, Ashland, MA 01721 1999 – Present
Help B&W with convenience store owner in running business and managing as a needed base is.

Store Owner:

Quick Mart, 31 Waverly Street, Framingham, MA 01702 Dec 1993 – March 1995
Operate and Manage vendor relations.

EMPLOYMENT HISTORY

Easy Convenience Store, 935 Mass. Ave., Arlington, MA 02476 Jan 1999 – Present
Running and managing retail store business.

Hewlett Packard, Andover, MA Sep 2001 – Sep 2004
On-Site IT support engineer. Supporting Desktop, Server, Network and Software.

King Printing Co. 181 Industrial Ave. Lowell, MA May 1990 – Sep 2001
CTO to Machine Operator in a printing company.

Staples, Worcester Road, Natick, MA 1989 - 1990
Worked as stock person.

EDUCATION

Clark University Framingham, MA
Microsoft Certified System Engineer MCSE

Cisco Certified Network Associate

High School Diploma, Framingham, MA

APPLICANT'S STATEMENT

I, Paresh Patel the: ☐ sole proprietor; ☐ partner; ☒ corporate principal; ☐ LLC/LLP manager
Authorized Signatory
of 3 P Corp.
Name of the Entity/Corporation

hereby submit this application (hereinafter the "Application"), to the local licensing authority (the "LLA") and the Alcoholic Beverages Control Commission (the "ABCC" and together with the LLA collectively the "Licensing Authorities") for approval.

I do hereby declare under the pains and penalties of perjury that I have personal knowledge of the information submitted in the Application, and as such affirm that all statements and representations therein are true to the best of my knowledge and belief. I further submit the following to be true and accurate:

- (1) I understand that each representation in this Application is material to the Licensing Authorities' decision on the Application and that the Licensing Authorities will rely on each and every answer in the Application and accompanying documents in reaching its decision;
- (2) I state that the location and description of the proposed licensed premises are in compliance with state and local laws and regulations;
- (3) I understand that while the Application is pending, I must notify the Licensing Authorities of any change in the information submitted therein. I understand that failure to give such notice to the Licensing Authorities may result in disapproval of the Application;
- (4) I understand that upon approval of the Application, I must notify the Licensing Authorities of any change in the ownership as approved by the Licensing Authorities. I understand that failure to give such notice to the Licensing Authorities may result in sanctions including revocation of any license for which this Application is submitted;
- (5) I understand that the licensee will be bound by the statements and representations made in the Application, including, but not limited to the identity of persons with an ownership or financial interest in the license;
- (6) I understand that all statements and representations made become conditions of the license;
- (7) I understand that any physical alterations to or changes to the size of the area used for the sale, delivery, storage, or consumption of alcoholic beverages, must be reported to the Licensing Authorities and may require the prior approval of the Licensing Authorities;
- (8) I understand that the licensee's failure to operate the licensed premises in accordance with the statements and representations made in the Application may result in sanctions, including the revocation of any license for which the Application was submitted; and
- (9) I understand that any false statement or misrepresentation will constitute cause for disapproval of the Application or sanctions including revocation of any license for which this Application is submitted.
- (10) I confirm that the applicant corporation and each individual listed in the ownership section of the application is in good standing with the Massachusetts Department of Revenue and has complied with all laws of the Commonwealth relating to taxes, reporting of employees and contractors, and withholding and remitting of child support.

Signature:

Paresh Patel

Date:

3/2/2020

Title:

President

CORPORATE VOTE

The Board of Directors or LLC Managers of

3 P Corp.

Entity Name

duly voted to apply to the Licensing Authority of

Arlington

City/Town

and the

Commonwealth of Massachusetts Alcoholic Beverages Control Commission on

3/2/2020

Date of Meeting

For the following transactions (Check all that apply):

- | | | | |
|--|---|---|---|
| <input type="checkbox"/> New License | <input checked="" type="checkbox"/> Change of Location | <input type="checkbox"/> Change of Class (i.e. Annual / Seasonal) | <input type="checkbox"/> Change Corporate Structure (i.e. Corp / LLC) |
| <input checked="" type="checkbox"/> Transfer of License | <input type="checkbox"/> Alteration of Licensed Premises | <input type="checkbox"/> Change of License Type (i.e. club / restaurant) | <input type="checkbox"/> Pledge of Collateral (i.e. License/Stock) |
| <input type="checkbox"/> Change of Manager | <input type="checkbox"/> Change Corporate Name | <input type="checkbox"/> Change of Category (i.e. All Alcohol/Wine, Malt) | <input type="checkbox"/> Management/Operating Agreement |
| <input type="checkbox"/> Change of Officers/ Directors/LLC Managers | <input type="checkbox"/> Change of Ownership Interest (LLC Members/ LLP Partners, Trustees) | <input type="checkbox"/> Issuance/Transfer of Stock/New Stockholder | <input type="checkbox"/> Change of Hours |
| | | <input type="checkbox"/> Other <input type="text"/> | <input type="checkbox"/> Change of DBA |

"VOTED: To authorize

Paresh Patel

Name of Person

to sign the application submitted and to execute on the Entity's behalf, any necessary papers and do all things required to have the application granted."

"VOTED: To appoint

Paresh Patel

Name of Liquor License Manager

as its manager of record, and hereby grant him or her with full authority and control of the premises described in the license and authority and control of the conduct of all business therein as the licensee itself could in any way have and exercise if it were a natural person residing in the Commonwealth of Massachusetts."

A true copy attest,

Corporate Officer /LLC Manager Signature

Paresh Patel

(Print Name)

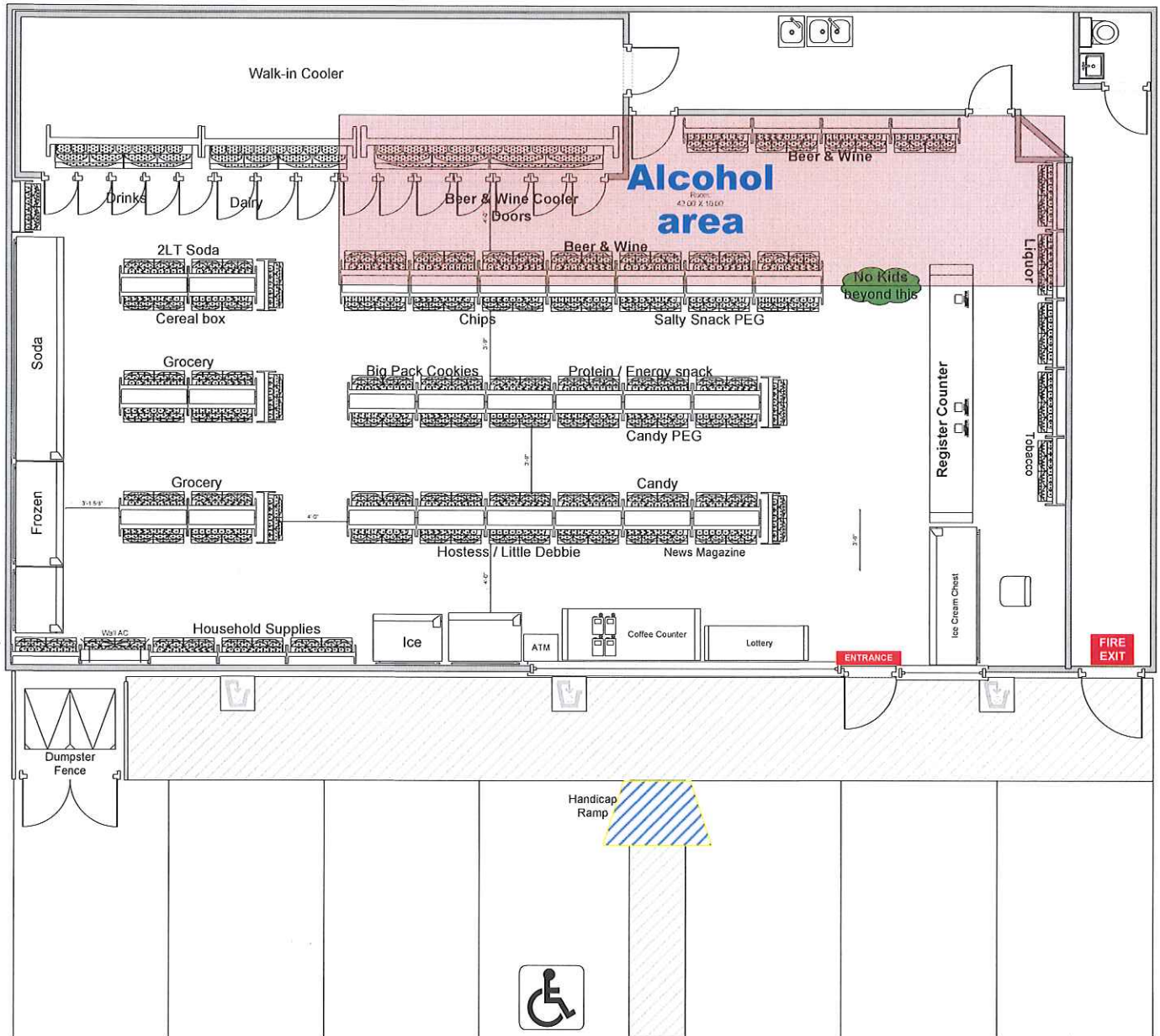
For Corporations ONLY

A true copy attest,

Corporation Clerk's Signature

Paresh Patel

(Print Name)



June 4, 2020

Re: Liquor License For Easy Convenience

To Whom It May Concern,

Easy Convenience located at 935 Massachusetts Ave, has been my favorite place to stop when I need that last minute item. I am writing to support Paresh and Pat's request for a liquor licence. It has been a wonderful asset to our community having them run Easy Convenience. I believe that granting them a liquor licence would add a great service for our town and I have no doubt that they would be responsible and make sure to keep our minors safe. I have been a patron for some time and I have seen their good character.

Sincerely,

A handwritten signature in cursive script, appearing to read "John Banks".

John Banks
1448 Mass Ave.
Arlington, MA

J. B. Maxwell

15 Bailey Road
Arlington, MA 02476
617-271-7757

To the Town of Arlington
All Boards & Departments
Arlington, MA

To whom it may concern,

We wish to express our total support of the application(s) of ***Easy Convenience*** of
935 Massachusetts Avenue, Arlington, MA 02476
for a Retail Wine, Beer, and Liquor License.

We have personally known the owners, and their families, and have been daily customers since 1998, when they opened. We have the privilege of not only knowing them as customers, but they have been close friends and, for many years before we retired, they were valued clients of our Financial Planning firm in Boston.

They have always been a positive influence on the Arlington community, extremely honest in all their personal and business dealings with their customers and others, and very supportive of Arlington community activities.

We cannot recommend them more highly for the issuing of this license.

The issue of such would provide additional, and much needed, competition to other such locations in Arlington and surrounding communities while adding to the convenience of local residents shopping. It would, also, contribute to the survival of a valued small business during this turbulent time when have and are losing so many small businesses in Arlington.

Thank you for your serious consideration of their application and, hopefully, your approval.



J.B. Maxwell
15 Bailey Road
Arlington, MA 02476



Valerie Maxwell

Bernard "Chip" Ryan
39 Highland Ave
Arlington Ma
978-808-2325

Dear Selectpersons:

My name is Chip Ryan, I have been a lifelong resident of Arlington. Except for my 7 years years in US Navy, I have been here my entire life. My Mom, Maureen worked at Symmes Hospital for many years, and my Dad Freddy worked at the Public Works for 32 years. My brother Fred is a retired police officer from Arlington Police Dept. and I am a current firefighter for the town of Arlington, in my 29th year of service. My family is invested in this town, community, business'. The people who work here are important to us,

I am writing on behalf of Easy Convenience Store on Mass. Ave (Paresh & Pat). I don't even know their last names. Doesn't matter. They are the essence of community! Everyday, townspeople coming and going, helping around the store, having nice conversations. I can go on and on. I have been a patron every day for my daily paper and coffee/conversation for over 20 years. My wife and kids have come to know the owners and their family members as well. The family at Easy Convenience has watched my children grow up as I have watched theirs. As the kids have grown up, they frequently ask me how my children are doing.

I am in full support of this family business, and their desire to accommodate customers by adding an alcohol license to their family store. They have proved themselves as a business that will abide by rules, and be COMMUNITY. Pat and Paresh are an asset to the Town of Arlington, and many citizens of Arlington have my opinion.

Please consider this seriously. This family has earned the respect and consideration.

Thank you for your consideration.

Chip Ryan

John Griffin
111 Wildwood Avenue
Arlington, MA 02476

Town of Arlington
670 Massachusetts Avenue
Arlington, MA 02476

To whom it may concern:

I am writing in support of Mr. Paresh Patel, the owner of Easy Convenience Market in his effort to obtain a liquor license for his store. I have had many conversations over the years with Paresh and his brother-in-law Pat regarding their attempt to obtain a license to sell alcohol at their Mass Ave and Grove St. location.

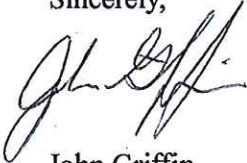
Paresh and Pat are long time business owners in this community who have an outstanding reputation with regards to the sale of tobacco and other products in their family run business. They have also been contributors to many non-profit fundraisers as well as supporters of various art and sport programs in the Arlington community. I have had the pleasure of getting to know their wives and children as they have worked at the store, often helping when it is busy.

Over the past few years tobacco products that were a significant part of their business have slowed tremendously due to new regulations. As we have seen during this Covid 19 Pandemic, businesses are struggling to stay afloat and innovative solutions are needed for small businesses to survive. The ability for other stores to sell groceries was one such idea that seemed to help some businesses stay in business.

I encourage the Town of Arlington to support this reputable family owned business. I know they will continue to be a responsible merchant and small business owner in the community.

Thank you for taking the time to read this letter of support for Mr. Paresh Patel owner of Easy Convenience Market.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Griffin', with a stylized flourish at the end.

John Griffin

June 3, 2020

To whom it may concern.

My name is John Niakaros and I reside at 8 Cliff st. here in Arlington.

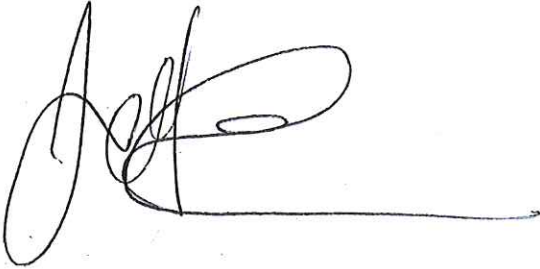
I've been known Paresh and Pat at Easy convenience for over 21 years. Being a local business owner myself, I can truly say that they run their business with great pride of ownership. They are dedicated to serving their customers with respect and dignity no matter who the customer is.

The store is always clean and well kept and they are always upgrading to produce a better product.

I fully endorse the granting of the liquor license to Easy convenience.

Best

John Niakaros

A handwritten signature in black ink, appearing to be 'John Niakaros', with a long horizontal line extending to the right.

TB WALSH
840 MASS AVE #7
ARLINGTON, MA 02476

I have been a customer of Easy
Convenience for 17 years.

In that time I found the employees
and owners to be responsible members
of the community. Aside from being
true ladies & gentlemen

I support any projects they
may entertain

Therence B Walsh

May 31, 2020

Arlington Select Board:

Recently, I was happy to hear of the application of The Easy Convenience Store to The Arlington Select Board for a license for the sale of alcoholic beverages not to be drunk on the premises (package store).

Over the course of some 15 years I have been a regular customer to their store and always enjoy shopping there. The fine men and women who work there always greet you when you arrive and serve you in a professional manner while you purchase your merchandise. They always seem to be cleaning the store and making sure that you are aware of any price changes whether they may be city, state, town or government so that you will be kept up to date.

As a youth growing up, the value of the local corner store was cherished as a place that you could always count on for being reliable. That is why I believe that if they are granted this license, they will continue to show the town of Arlington that that ~~reliability~~ reliability will not change. I hope you see your way to grant the license and make it an easy choice.

John J. Jern
Town Meeting Member Precinct 17

June 3, 2020

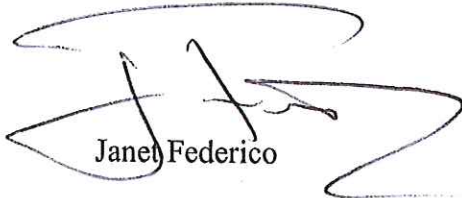
To Whom It May Concern,

As a small business store owner for numerous years in Arlington, Easy Convenience has proven itself to be a remarkably responsible and dedicated asset to the community.

A liquor license will allow the small business to better serve the community during these uncertain times. There are numerous apartment buildings and condo complexes in the neighborhood that house elderly residents. The availability of liquor will allow residence to do one stop shopping instead of having to travel to both a traditional liquor store and a convenience store. Limited exposure is the ultimate goal of Governor Bakers stay at home social distancing order. I am amazed at the dedication to quality, customer service and community this business exemplifies.

I am confident that a liquor license for Easy Convenience will be a great asset for the community. Please do not hesitate to contact me with any questions,

Sincerely,

A handwritten signature in black ink, appearing to read "Janet Federico", is written over a large, loopy, handwritten flourish that extends to the left and right.

781-646-0196

janetfeederico@gmail.com

Prescient 11

22 Ronald Road
Arlington, MA 02474

June 3, 2020

TO WHOM IT MAY CONCERN:

I am writing to recommend Easy Convenience Store be considered for a liquor license from the Town of Arlington.

In my 15 years as a customer of Easy Convenience I have known them to be nothing but honest, responsible and professional in all aspects of running their business. I have witnessed their diligence when it comes to the youth in Arlington attempting to purchase tobacco products and I believe that that same degree of diligence would be practiced when it comes to the purchase of alcoholic products.

It is my belief that Easy Convenience Store would comply with all aspects of the Town's laws with respect to the sale of alcohol and that they would do it in an honest, responsible and professional manner.

Sincerely,


Susan Kelley O'Hare

To Whom it may Concern:

I have been a customer of Easy Convenience for twenty years. I shop there several times a week and am always greeted enthusiastically.

The owners of Easy Convenience, Paresk and Pat, know their customers and cater to them.

I support their request for a liquor license. This will be a good thing for their business and an added convenience for their customers.

Very truly yours,

A handwritten signature in dark ink, appearing to read 'Karen Noonan', with a stylized flourish at the end.

*Karen Noonan
181 Mystic Street
Arlington, MA*

June 1, 2020

Re: liquor license for Easy Convenience

To Whom It May Concern,

I am writing to express my support for Easy Convenience, located at 935 Massachusetts Ave, to obtain a liquor licence. I believe that it would be a benefit to the town because residents would be able to make one stop for both their liquor needs, as well as, the many convenience items that Paresh and Pat always make sure to stock. They have been responsible business owners and asset to the town and I believe that this would help grow their successful business while at the same time fulfilling a need that will serve the residents of Arlington well .

Sincerely,

James Callahan

A handwritten signature in black ink, appearing to be 'JC' with a long horizontal flourish extending to the right.

34 Avola St
Arlington Ma
02476

To the Select Board for the Town of Arlington, we, customers of Easy Convenience Store, support the issuance of a retail alcoholic beverage license to Easy Convenience. The ability to purchase alcoholic beverages with our other purchases would be a convenience for us.

| <u>Name</u> | <u>Address</u> |
|--------------------|------------------------------|
| Stephen Kelly Jr | 36 Coleman Rd., Arlington MA |
| M. Menezes | 36 Dudley St. Arl. Ma |
| DAN Kelly | 21 Russell Pl. Arl |
| Charles Baker | 42 Melvin Rd. Arling |
| William S Pessotti | 292 Summer St Arl |
| Wanda Chung | 6 TODD DR TOWNSEND |
| Chip Ruy | 39 Highland Ave |
| Paul Gunt | 61 Hillsdale Road, Arl. |
| Don Blythe | 118 Mary St. |
| J. F. DeLeo | 35 Summer St |
| Joe DeLeo | 8 Cliff St |
| Charles Hyatt | 109 Brane St |
| Mary E. Eakin | 1017 MASS AVE |
| W. D. | 81 Russell St Arlington |
| Geoff R. Smith | 1016 #2 MASS AVE Arlington |
| John E. | 17 Joyce Rd Arlington |
| Wanda West | 20 Coohdy Rd Arlington |

To the Select Board for the Town of Arlington, we, customers of Easy Convenience Store, support the issuance of a retail alcoholic beverage license to Easy Convenience. The ability to purchase alcoholic beverages with our other purchases would be a convenience for us.

Name

Address

STEPHEN SPETER

975 MASS AVE. #103

G. O'Meara

5 SEATTLE ST. ARL

Stephen Colarusso

122 Hemlock st. Arlington

Ron de Veneer

58 Spy Pond Pkwy Arlington

Michelle Daniell

174 Washington ST

William Walsh

8 Newport st.

Chris Rogers

16 Melrose CR.

John J. Burt

1448 MASS AVE ARL.

Alto Mune

52 Menotomy RD

Salvatore A. Rosa

153 PALMER ST.

Joe S. Supple

27 VIRGINIA RD

John J. Burt

111 Wildwood Ave.

Ray Burt

18 Plymouth ST

Francis Burt

18 Plymouth ST

John J. Burt

89 Summer St ARL.

Chris Johnson

54 A Cleveland St

Alto Johnson

54 A Cleveland St Arlington

To the Select Board for the Town of Arlington, we, customers of Easy Convenience Store, support the issuance of a retail alcoholic beverage license to Easy Convenience. The ability to purchase alcoholic beverages with our other purchases would be a convenience for us.

| <u>Name</u> | <u>Address</u> |
|---------------------|------------------------------------|
| DAVID J. KALOUSTIAN | 70 FAIRVIEW AV. ARL., MA. 02474 |
| TOM DOWNEY | 150 NEWPORT ST. ARLINGTON |
| Chris Brennan | 20 Foxmeadow Lane ARL, MA |
| Ellen Hays | 116 SLITCOTE ST. ARL, MA |
| R. Tierney | 26 HIGHLAND 02476 |
| James [Signature] | 18 GROVE ST 02476 |
| William G. Martin | 9 Ryder St #14. 02476 |
| Michael J. Sarno | 44 Fountain Road ARL 02476 |
| Paul Kineman | 31 MT VERNON ST |
| Margaret Powell | 16 Lockeland Ave. |
| Nick Maslari | 17 Coleman Road |
| Jim SANDERSON | 12 EDGECASTLE BILLERICA |
| ALEX ORTIZ | 288 Sargent Ave. |
| LEONARD Contardo | 12 Valley Rd |
| Joanne Contardo | 12 Valley Rd. |
| Stephen W. Schmaley | 288 Gray St. Arlington |
| Juliet Bowler | 130 Rhinecliff St. Arlington |

To the Select Board for the Town of Arlington, we, customers of Easy Convenience Store, support the issuance of a retail alcoholic beverage license to Easy Convenience. The ability to purchase alcoholic beverages with our other purchases would be a convenience for us.

Name

Address

Dave Lebwing
Chris Hawkin
A.J. Beckenhuus
Jill Daulton
John Broughnall

178 Newport St.
186 Winchester Rd
27 Albermarle St.
42 Fisher Rd.
101 Wright St



Town of Arlington, Massachusetts

For Approval: Arlington Preservation Fund Loan

Summary:

Patrick Guthrie, President, Arlington Preservation Fund

ATTACHMENTS:

| | Type | File Name | Description |
|---|-----------------------|----------------------------|-------------|
| ▯ | Reference Material | Preservation_Fund_Loan.pdf | Reference |

RECEIVED
SELECTMEN'S OFFICE
ARLINGTON, MA 02476
2020 MAY 32 PM 3:32
ARLINGTON PRESERVATION FUND, INC.

Please reply to:
Arlington Preservation Fund
% Town of Arlington
Department of Planning and Community Development
730 Massachusetts Ave
Arlington, MA 02476
arlingtonpreservationfund@gmail.com

Board of Selectmen
Town Hall
Arlington, Massachusetts 02476

Mrs. Mahon and Gentlemen:

Under the Guidelines established for the Arlington Preservation Fund:

Following approval by the Board of Directors of any loan, information on the same shall be submitted to the Selectmen and Town Manager who will consider the same at the Selectmen's Meeting following receipt of such information.

Funds cannot be released until after such a meeting and then only if no Selectmen or the Manager has objected. (As a practical matter, the Selectmen have undertaken to advise us that a particular loan has been approved.)

In following these guidelines please be informed that at a meeting of the Directors of the Arlington Preservation Fund on May 20, 2020 approved a loan in the amount of \$40,000 for restoration of wood shingle siding and wood windows to James Hamilton and Susan McClelland owners of 138 Westminster Avenue.

If any further information is required please do not hesitate to let me know. Thank you for your attention to this matter.

Very truly yours,



Patrick Guthrie
President

Arlington Preservation Fund, Inc.



Town of Arlington, Massachusetts

For Discussion & Vote: Waiver of Certain Interest and Penalties on Property Tax jBills pursuant to Section 11 of Chapter 53 of the Acts of 2020

Summary:

Adam W. Chapdelaine, Town Manager

Sandy Pooler, Deputy Town Manager

ATTACHMENTS:

| | Type | File Name | Description |
|---|-----------------------|---|-------------------------------------|
| ▢ | Reference Material | Session_Law_-_Acts_of_2020_Chapter_53.pdf | Session Law-Acts of 2020 Chapter 53 |
| ▢ | Reference Material | H4598_Final_Bill_Summary.pdf | H4598 Final Bill Summary |

Acts (2020)

Chapter 53

AN ACT TO ADDRESS CHALLENGES FACED BY MUNICIPALITIES AND STATE AUTHORITIES RESULTING FROM COVID-19.

Whereas, The deferred operation of this act would tend to defeat its purposes, which are to make certain changes in law in response to a public health emergency, each of which is immediately necessary to carry out to accomplish important public purposes, therefore it is hereby declared to be an emergency law, necessary for the immediate preservation of the public health and convenience.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

SECTION 1. Section 9 of chapter 39 of the General Laws, as appearing in the 2018 Official Edition, is hereby amended by striking out, in lines 13 to 14, the word “thirtieth” and inserting in place thereof the following words:- 30 except in the event of an emergency that poses an immediate threat to the health or safety of persons or property that prevents the completion of the business of the delayed town meeting on or before June 30 if the governor has declared a state of emergency with respect to such emergency.

SECTION 2. Subsection (a) of section 10A of said chapter 39, as so appearing, is hereby amended by striking out the first sentence and inserting in place thereof the following 2 sentences:- Notwithstanding any general or special law, charter provision or by-law to the contrary, during and for a period of 5 days after the termination of any weather-related, public safety or public health emergency, the town moderator or person designated to perform the duties of town moderator may, in consultation with local public safety or public health officials and the board of selectmen, recess and continue a town meeting previously called pursuant to a warrant issued pursuant to section 10 to a time, date and place certain; provided, however, that any such recess and continuance period shall not exceed 30 days. The moderator or person designated to perform the duties of town moderator may renew the declaration of recess and continuance period for up to 30 days at a time but not more than 30 days following the date of rescission of a state of emergency declared by the governor. If a town does not have a moderator, the board of selectmen may recess and continue town meeting in accordance with this paragraph.

SECTION 3. Said section 10A of said chapter 39, as so appearing, is hereby further amended by striking out subsection (c).

SECTION 4. Said section 10A of said chapter 39, as so appearing, is hereby further amended by striking out subsection (d) and inserting in place thereof the following subsection:-

(d) Within 10 days after the initial declaration of recess and continuance of a town meeting pursuant to this section, a local public safety or public health official designated by the board of selectmen shall submit a report to the attorney general providing the justification for the declaration.

SECTION 5. The first paragraph of section 31 of chapter 44 of the General Laws, as so appearing, is hereby amended by inserting after the second sentence the following 2 sentences:- If the declared emergency prevents the adoption of an annual budget by a town or district by the June 30 preceding the start of the fiscal year, the board of selectmen, town council or district commissioners shall notify the director and the director may approve expenditures, from any appropriate fund or account, of an amount sufficient for the operations of the town or district during the month of July not less than 1/12 of the total budget approved by the town or district in the most recent fiscal year pursuant to a plan approved by the board of selectmen, town council or district commissioners and such authority shall continue for each successive month while the emergency continues to prevent the adoption of a budget. The director may promulgate and revise rules or regulations regarding the approval of emergency expenditures described in this section and accounting with regard to such expenditures.

SECTION 6. Notwithstanding any general or special law to the contrary, if the adoption of an annual budget in a city, town or district is delayed beyond June 30, 2020, as a result of the governor's March 10, 2020 declaration of a state of emergency or the outbreak of the 2019 novel coronavirus, also known as COVID-19, the director of accounts of the department of revenue may authorize the appropriation from the available balance of the city's, town's or district's undesignated fund balance or "free cash" certified by the director under section 23 of chapter 59 of the General Laws as of July 1, 2019, as a funding source for the city's, town's or district's fiscal year 2021 expenditures, including, but not limited to, any such undesignated fund balance in an enterprise fund or special revenue account. The director of accounts may promulgate and revise rules or regulations regarding the implementation of this section.

SECTION 7. Notwithstanding section 31 of chapter 44 of the General Laws, section 23 of chapter 59 of the General Laws or any other general or special law to the contrary, a city, town or district may amortize over fiscal years 2021 to 2023, inclusive, in equal installments or more rapidly, the amount of its fiscal year 2020 deficit resulting from the outbreak of the 2019 novel coronavirus, also known as COVID-19, as described in the governor's March 10, 2020 declaration of a state of emergency, including, but not limited to, any such deficit in an enterprise fund or special revenue account. The local appropriating authority as defined in section 21C of said chapter 59 and, in the case of a district, the prudential committee or commissioners, or as otherwise defined in the General Laws, shall adopt a deficit amortization schedule in accordance with the preceding sentence before setting the city's, town's or district's fiscal year 2021 tax rate. The commissioner of revenue may issue guidelines or instructions for reporting the amortization of deficits authorized by this section.

SECTION 8. Notwithstanding any general or special law to the contrary, as a result of the outbreak of the 2019 novel coronavirus, also known as COVID-19, and the governor's March 10, 2020 declaration of a state of emergency, for fiscal year 2021, a city or town may expend from each revolving fund, established under section 53E1/2 of chapter 44 of the General Laws an amount not to exceed the amount authorized

to be expended in fiscal year 2020 until the city or town adopts an annual budget for fiscal year 2021 at which time, the legislative body of the city or town shall also vote on the total amount that may be expended from each revolving fund in fiscal year 2021.

SECTION 9. Notwithstanding section 8 of chapter 61 of the General Laws, section 14 of chapter 61A of the General Laws, section 9 of chapter 61B of the General Laws or any other general or special law, charter provision, ordinance or by-law to the contrary, during and for a period of 90 days after the termination of the governor's March 10, 2020 declaration of a state of emergency, all time periods within which any municipality is required to act, respond, effectuate or exercise an option to purchase shall be suspended.

SECTION 10. (a) Notwithstanding any general or special law to the contrary, as a result of the outbreak of the 2019 novel coronavirus, also known as COVID-19, and the governor's March 10, 2020 declaration of a state of emergency, for fiscal year 2020, the chief executive officer of a city or town, as defined in clause Fifth B of section 7 of chapter 4 of the General Laws, or a district may extend:

- (i) for the purposes of the first paragraph of section 57 of chapter 59 of the General Laws, the date May 1 to a date not later than June 1, 2020;
- (ii) for the purposes of the seventh and eighth paragraphs and the tenth and eleventh paragraphs of section 57C of said chapter 59, the date May 1 to a date not later than June 1, 2020;
- (iii) for the purposes of the seventh paragraph of said section 57C of said chapter 59, the date April 1 to a date not later than June 1, 2020; and
- (iv) for the purposes of the third paragraph of said section 59 of said chapter 59, the date April 1 to a date not later than June 1, 2020.

(b) Notwithstanding said sections 57, 57C and 59 of said chapter 59 or any other general or special law to the contrary, if municipal offices are closed as a result of the outbreak of the 2019 novel coronavirus, also known as COVID-19, or the governor's March 10, 2020 declaration of a state of emergency on the date that a tax payment, abatement or exemption application is due, the due dates shall not be extended except pursuant to this section.

SECTION 11. Notwithstanding section 57, 57A and 57C of chapter 59 of the General Laws, section 2 of chapter 60A of the General Laws or any other general or special law to the contrary, as a result of the outbreak of the 2019 novel coronavirus, also known as COVID-19, or the governor's March 10, 2020 declaration of a state of emergency, the chief executive officer of a city or town, as defined in clause Fifth B of section 7 of chapter 4 of the General Laws, or the prudential committee or commissioners of a district may waive the payment of interest and other penalty in the event of late payment of any excise, tax, betterment assessment or apportionment thereof, water rate or annual sewer use or other charge added to a tax for any payments with a due date on or after March 10, 2020 and made after its respective due date but before June 30, 2020. Notwithstanding the forgoing, a city or town shall not terminate an essential service of a resident, including, but not limited to, water, trash collection or electricity, for nonpayment of taxes or fees with a due date on or after March 10, 2020, made after its respective due date but before June 30, 2020, if the nonpayment resulted from a demonstrated inability to pay due to circumstances related to the outbreak of COVID-19 or the governor's March 10, 2020 declaration of a

state of emergency; provided that the inability to pay shall include a demonstrated financial hardship of a resident, which may include, but not be limited to, loss of employment, serious illness of someone within the home or death of someone within the home.

SECTION 12. Notwithstanding chapter 62C of the General Laws, all returns and payments for the 2019 calendar year otherwise due on April 15, 2020, under section 6 of said chapter 62C, shall be due on July 15, 2020.

SECTION 13. Notwithstanding any general or special law to the contrary, during the governor's March 10, 2020 declaration of a state of emergency, an establishment licensed to sell alcoholic beverages or only wines and malt beverages on-premises may sell wine or malt beverages only for off-premises consumption subject to the following conditions: (i) the wine or malt beverage shall not be sold to a person under 21 years of age; provided, however, that any delivery of wine or malt beverages for off-premises consumption shall not be made without verification that the person receiving the order has attained 21 years of age; (ii) the wine shall be sold in its original, sealed container and the malt beverage shall be sold in a sealed container; (iii) the wine or malt beverage shall be sold as part of the same transaction as the purchase of food; provided, however, that any order that includes wine or malt beverages shall be placed not later than the hour of which the establishment is licensed to sell alcohol or 12:00 midnight, whichever time is earlier; and (iv) a customer shall be limited to 192 ounces of malt beverage and 1.5 liters of wine per transaction.

SECTION 14. (a) Notwithstanding any general or special law to the contrary, subsections (b) and (c) of section 91 of chapter 32 of the General Laws shall not apply in calendar year 2020 to the following 2 categories of persons for hours worked and earnings received during the governor's March 10, 2020 state of emergency:

- (i) any person who has been retired and who is receiving a pension or retirement allowance, pursuant to said chapter 32 or any other general or special law, from the commonwealth or a county, city, town, district or authority; or
- (ii) any person whose employment in the service of the commonwealth or a county, city, town, district or authority has been terminated, pursuant to said chapter 32 or any other general or special law, by reason of having attained an age specified in said general or special law or by the rules and regulations of any department or agency of the commonwealth or a county, city, town, district or authority without being entitled to any pension or retirement allowance.

These 2 categories of persons may, during the state of emergency and subject to all other laws, rules and regulations governing the employment of persons in the commonwealth or a county, city, town, district or authority, be employed in the service of the commonwealth or a county, city, town, district or authority, including as a consultant or independent contractor or as a person whose regular duties require that such person's time be devoted to the service of the commonwealth, county, city, town, district or authority during regular business hours.

- (b) This section shall not apply to individuals retired under a general or special law on disability.

SECTION 15. Notwithstanding section 7.08 of chapter 156D of the General Laws or any other general or special law to the contrary, as a result of the outbreak of the 2019 novel coronavirus, also known as COVID-19 and the declaration of a state of emergency issued on March 10, 2020, for the duration of said

state of emergency and 60 days thereafter, a public corporation, as referenced in said section 7.08 of said chapter 156D and otherwise consistent with the other provisions of said section, may conduct an annual or special meeting of the shareholders solely by means of remote communication.

SECTION 16. Notwithstanding any general or special law or any bylaw of the corporation to the contrary, for the duration of the governor's March 10, 2020 state of emergency and 60 days thereafter and unless the articles of organization provide otherwise, the board of directors of a corporation defined in section 2 of chapter 180 of the General Laws may: (i) provide notice of a meeting of the board of directors: (A) only to those directors it is practicable to reach; and (B) in any practicable manner; (ii) cancel a meeting of the members, as defined in section 2 of said chapter 180, with notice of cancellation given in any practicable manner; (iii) allow a director or officer to continue to serve during the governor's March 10, 2020 state of emergency and until the director's or officer's successor is elected, appointed or designated; provided that directors and officers whose term is extended pursuant to this section shall continue to serve until the director's or officer's successor takes office, despite the expiration of a director's or officer's term; (iv) allow a director to participate in a regular or special meeting by, or conduct the meeting through the use of, any means of communication by which all directors participating are able to simultaneously communicate with each other during the meeting; (v) allow members at a meeting of the members to vote in person or by proxy; provided that any member voting by proxy shall be considered present at the meeting for purposes of any quorum requirement; (vi) appoint successors to any of the officers, directors, employees or agents; (vii) relocate the principal office or designate alternative offices; and (viii) allow members to participate in any meeting of members by remote participation, even if not physically present at the meeting. Participation by remote communication at any meeting of the members shall constitute presence at such meeting only if: (i) reasonable measures are implemented to verify that each person deemed present and permitted to vote at the meeting by means of remote communication is a member or proxyholder; (ii) reasonable measures are implemented to provide such members and proxyholders a reasonable opportunity to participate in the meeting and to vote on matters submitted to the members, including an opportunity to read or hear to the proceedings of the meeting substantially concurrently with such proceedings, pose questions and make comments, regardless of whether the members can simultaneously communicate with each other during the meeting; and (iii) if any member or proxyholder votes or takes other action at the meeting by means of remote communication, a record of such vote or other action shall be maintained by the corporation.

Directors who participate in a meeting of the board of directors pursuant to this section shall constitute a quorum. In a corporation with members, the corporation shall notify the members, as soon as reasonably practicable, of any action taken by the board of directors pursuant to this section.

SECTION 17. (a) As used in this section, the following words shall have the following meanings unless the context clearly requires otherwise:

"Permit", a permit, variance, special permit, license, amendment, extension, or other approval issued by a permit granting authority pursuant to a statute, ordinance, bylaw, rule or regulation, whether ministerial or discretionary.

"Permit granting authority", a local, district, county or regional official or a local, district, county or regional multi-member body that is authorized to issue a permit.

(b) Notwithstanding any general or special law, rule, regulation, charter, ordinance or by-law to the contrary, during the governor's March 10, 2020 declaration of a state of emergency:

(i) an application for a permit shall be deemed duly filed and accepted as of the date of the filing by the applicant if filed with and certified as received by the city or town clerk if a municipality, or with the secretary or other official established by law to receive such applications if a county or regional entity. Notwithstanding the foregoing, a permit granting authority may contest the completeness of an application at the time of filing if the application is ultimately denied by the permitting board on other grounds or if the permit is ultimately appealed by the applicant. An application for a permit may be filed electronically, through an electronic submission website established by the permit granting authority or through attachment of the requisite forms and supplemental materials to electronic mail sent to the clerk, secretary or official. Certification of receipt for purposes of this paragraph may be provided electronically to the applicant and shall be provided electronically if the permit application is submitted electronically and electronic certification of receipt is requested by the applicant;

(ii) a requirement of a statute, ordinance, bylaw, rule or regulation that a hearing commence within a specific period of time after the filing of an application or request for approval of a permit shall be suspended as of March 10, 2020; provided, however, that the applicable period shall resume 45 days after the termination of the state of emergency, or by a date otherwise prescribed by law, whichever is later;

(iii) a permit in effect or existence as of March 10, 2020, including any deadlines or conditions of the permit, shall not lapse or otherwise expire and the expiration date of the permit, or time period for meeting a deadline or for performance of a condition of the permit, shall toll during the state of emergency;

(iv) no permit shall be considered granted, approved or denied, constructively or otherwise, due to a failure of the permit granting authority to act within the time required by a statute, ordinance, bylaw, rule or regulation; provided, however, that the permit granting authority acts within 45 days of the termination of the state of emergency or by a date otherwise prescribed by law, whichever is later; provided further, that the applicant and permit granting authority may agree to alternative timing in writing;

(v) notwithstanding the time periods by which a permit is to be heard or acted upon, a permit granting authority may, by a declaration of its chair, schedule or reschedule on 1 or more occasions the hearing or decision deadlines on a permit application; provided, however, that the chair may make such declaration whether or not a quorum is present to vote on such matter; provided further, that no such date or deadline is rescheduled for more than 45 days after the termination of the state of emergency or after a date otherwise prescribed by law, whichever is later. The chair shall provide written notice of any applicable rescheduled dates or deadlines to the applicant at the applicant's address and to the general public by posting electronically on the website of the city or town clerk or the website of the county or regional entity;

(vi) if a permit is required to be recorded with the registry of deeds or filed with registry district of the land court, as applicable, for the county or district in which the property subject to the permit is located, within a certain period of time after its issuance in order to remain in force and effect or as a condition to exercising the permit: (A) the period of time for recording the permit shall be suspended during such time that the relevant registry of deeds or registry district of the land court is closed or subject to rules and procedures restricting public in-person access; and (B) the failure to record the permit shall not preclude

the permit holder from applying for, obtaining and commencing construction activities pursuant to other required permits and approvals, including, but not limited to, a building permit; provided, however, that such a building permit may be issued and, if issued, shall be considered duly issued pursuant to section 6 of chapter 40A of the General Laws; and

(vii) a hearing on a pending application for a permit opened by a permit granting authority before March 10, 2020, which has not been concluded as of March 10, 2020 or has been continued by the permit granting authority as of March 10, 2020, shall be automatically tolled and continued to the first hearing date of the permit granting authority following the termination of the state of emergency or to a date otherwise prescribed by law, whichever is later; provided, however, that the date is not later than 45 days from of the termination of the state of emergency or the date otherwise prescribed by law, whichever is later.

(c) Nothing in this section shall affect the ability of a permit granting authority, subject to applicable notice and hearing requirements, to revoke or modify a permit if that permit or the law or regulation under which the permit was issued authorizes the modification or revocation thereof; provided, however, that the permit granting authority shall not revoke or modify the permit where the permit holder fails as a result of the state of emergency to exercise or otherwise commence work pursuant to the permit or where such work commenced on or before March 10, 2020 but has stopped as a result of the state of emergency or actions taken by an agency or political subdivision of the commonwealth in reliance thereon. The limitations set forth in this subsection shall apply as long as the state of emergency is in effect and for a period of 60 days following the termination of the state of emergency; provided, however, that a permit holder shall be entitled to a further extension of reasonable length to exercise or otherwise commence work pursuant to the permit at the discretion of the permit granting authority for good cause shown; provided further, that the chair of any permit granting authority may grant such further extension whether or not a quorum is present to vote on the matter.

(d) Notwithstanding section 20 of chapter 30A of the General Laws, a permit granting authority, during the state of emergency, may conduct meetings and public hearings remotely, consistent with the governor's March 12, 2020 order entitled, "Order Suspending Certain Provisions of the Open Meeting Law, G.L. c. 30A, § 20", as the order may be amended, supplemented or replaced.

(e) Nothing in this section shall preclude or prohibit a permit granting authority from issuing decisions on permit applications for which duly held public hearings or meetings have been held or preclude or prohibit any building commissioner, inspector of buildings or other permit granting official, as applicable, from issuing permits, including, but not limited to, demolition or building permits.

(f) Notwithstanding any general or special law to the contrary and without limiting the foregoing, this section shall apply to the conduct of public meetings, public hearings or other actions taken in a quasi-judicial capacity by all local boards and commissions.

SECTION 18. Nothing in this act shall be construed or implemented in such a way as to modify a requirement of law necessary to retain federal delegation to, or assumption by, the commonwealth of the authority to implement a federal law or program.

SECTION 19. Sections 2 to 4, inclusive, shall take effect as of March 10, 2020.

Approved, April 3, 2020.

Summary of H4598

An Act to address challenges faced by municipalities and state authorities resulting from COVID-19

- Allows an annual town meeting to be delayed beyond June 30th in the event of an emergency that poses an immediate threat to health or safety that prevents the completion of the business of the delayed town meeting on or before June 30 if the Governor has declared a state of emergency with respect to the emergency.
- Allows a town moderator or person designated to perform the duties of town moderator during a weather-related, public safety or public health emergency, in consultation with local public safety or public health officials and the board of selectmen, to recess and continue a town meeting previously called to a time, place and date certain not exceed 30 days.
- Allows a town moderator or person designated to perform the duties of town moderator to renew the declaration of recess of town meeting and continuance period for up to 30 days at a time but not more than 30 days following the date of rescission of a state of emergency declared by the Governor.
- Requires a local public safety or public health official designated by the board of selectmen of a town to submit a report to the Attorney General providing the justification for the initial declaration of recess and continuance of a town meeting.
- Allows the Director of Accounts of the Department of Revenue, if a declared emergency prevents the adoption of an annual budget by a town or district by the June 30 preceding the start of the fiscal year, to approve expenditures of an amount sufficient for the operations of a town or district during the month of July not less than 1/12 of the total budget approved by the town or district in the most recent fiscal and allows the authority to continue for each successive month while the emergency continues to prevent the adoption of a budget.
- Allows, for the declaration of a state of emergency issued by the Governor on March 10, 2020 and 60 days thereafter, a public corporation, to conduct an annual or special meeting of the shareholders solely by means of remote communication.
- Allows, for the declaration of a state of emergency issued by the Governor on March 10, 2020 and 60 days thereafter, participation by remote communication at any non-profit corporate meeting of the members to constitute presence at such meeting if certain conditions are met.
- Allows the Director of Accounts of the Department of Revenue to authorize the appropriation from the available balance of a town's or district's undesignated fund balance or "free cash" as a funding source for the town's or district's fiscal year 2021 expenditures if the adoption of an annual budget in a town or district is delayed beyond June 30, 2020, as a result of the Governor's March 10, 2020 declaration of a state of emergency.
- Allows a city, town or district to amortize over fiscal years 2021 to 2023, the amount of its fiscal year 2020 deficit resulting from the outbreak of the 2019 novel coronavirus, as described in the Governor's March 10, 2020 declaration of a state of emergency.
- Allows a city or town, for fiscal year 2021, to expend from each revolving fund an amount not to exceed the amount authorized to be expended in fiscal year 2020 until the city or town adopts an annual budget for fiscal year 2021 and at which time, requires the legislative body of the city or town to vote on the total amount that may be expended from each revolving fund in fiscal year 2021.

- Suspends all time periods within which any municipality is required to act, respond, effectuate or exercise an option to purchase during and for a period of 90 days after the termination of the Governor's March 10, 2020 declaration of a state of emergency.
- Allows the chief executive officer of a city or town, as a result of the outbreak of the 2019 novel coronavirus, to extend certain local tax payment deadlines in accordance with this act.
- Prohibits a city or town from terminating an essential service of a resident, including, but not limited to, water, trash collection or electricity, for nonpayment of taxes or fees with a due date on or after March 10, 2020, made after its respective due date but before June 30, 2020, if the nonpayment resulted from a demonstrated inability to pay due to circumstances related to the outbreak of the 2019 novel coronavirus; provided that the inability to pay shall include a demonstrated financial hardship of a resident, which may include, but not be limited to, loss of employment, serious illness of someone within the home or death of someone within the home.
- Allows the chief executive officer of a city or the prudential committee or commissioners of a district, as a result of the outbreak of the 2019 novel coronavirus and the declaration of a state of emergency issued by the Governor on March 10, 2020, to waive the payment of interest and other penalty in the event of late payment of any excise, tax, betterment assessment or apportionment thereof, water rate or annual sewer use or other charge added to a tax for any payments with a due date on or after March 10, 2020 and made after its respective due date but before June 30, 2020.
- Extends the filing deadline for all tax returns and payments for the 2019 calendar year otherwise due on April 15, 2020 to July 15, 2020.
- Allows an establishment licensed to sell alcoholic beverages or only wines and malt beverages on-premises, during the state of emergency declared by the Governor on March 10, 2020, to sell wine or malt beverages only for off-premises consumption subject to certain conditions.
- Exempts from the caps on hours worked and earnings received during the state of emergency issued by the Governor on March 10, 2020 (i) any person who has been retired and who is receiving a pension or retirement allowance from the commonwealth, a county, city, town, district or authority; and (ii) any person whose employment in the service of the commonwealth, county, city, town, district or authority has been terminated by reason of having attained a specified age without being entitled to any pension or retirement allowance.
- States that, for the duration of the state of emergency declared by the Governor on March 10, 2020 as a result of the outbreak of the 2019 novel coronavirus:
 - an application for a permit shall be deemed duly filed and accepted as of the date of the filing by the applicant, if filed with and certified as received the receiving entity;
 - a requirement of a statute, ordinance, bylaw, rule or regulation that a hearing commence within a specific period of time after the filing of an application or request for approval of a permit is suspended as of March 10, 2020 but shall resume 45 days after the termination of the state of emergency;
 - a permit in effect or existence as of March 10, 2020, shall not lapse or expire and the expiration date of the permit, or time period for meeting a deadline or for performance of a condition of the permit, shall toll during the state of emergency;

- no permit shall be considered granted, approved or denied due to a failure of the permit granting authority to act within the time required by law provided that the permit granting authority acts within 45 days of the termination of the state of emergency;
- a permit granting authority may schedule or reschedule on 1 or more occasions the hearing or decision deadlines on a permit application provided no such date or deadline is rescheduled for more than 45 days after the termination of the state of emergency;
- suspends the requirement that a permit be recorded with the registry of deeds or filed with registry district of the land court within a certain period of time after its issuance in order to remain in force and effect or as a condition to exercising the permit;
- a permit granting authority, during the state of emergency, may conduct meetings and public hearings remotely, consistent with the Governor's order entitled "Order Suspending Certain Provisions of the Open Meeting Law, G.L. c. 30A, § 20" issued March 12, 2020; and
- a permit granting authority may issue decisions on permit applications for which duly held public hearings or meetings have been held.



Town of Arlington, Massachusetts

For Discussion & Endorsement: Placement of 'Black Lives Matter' Banner on Town Hall

Summary:

Adam W. Chapdelaine, Town Manager

ATTACHMENTS:

| | Type | File Name | Description |
|---|--------------------|----------------------|------------------|
| ▢ | Reference Material | BLM_Proclamation.pdf | BLM Proclamation |

OFFICE OF THE SELECT BOARD



TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

Proposed Language for a Town of Arlington Proclamation which can be read at the BLM Vigil, if adopted on Monday by the Select Board

- WHEREAS:** The Town of Arlington acknowledges and deplores the history of systemic racism in the United States and in Arlington; and
- WHEREAS:** The Town of Arlington strongly condemns all racist acts of police violence and extends our deepest condolences to the families and friends of George Floyd and the other victims of racially-biased police violence; and
- WHEREAS:** The Town of Arlington strongly condemns racist acts of oppression in all forms, including institutionalized racism which has targeted Black and brown communities for far too long; and
- WHEREAS:** The Town of Arlington has initiated and undertaken training programs aimed at strengthening cultural competency and reducing racial, ethnic, and other bias within our municipal and school departments and has provided police officers with de-escalation training to minimize the risk of lethal interactions between law enforcement officers and civilians; and
- WHEREAS:** The Town of Arlington recognizes the importance of Juneteenth, June 19, as dating back to 1865, when Union soldiers landed in Texas with news that the Civil War had ended and that the enslaved were now free, two and a half years after the Emancipation Proclamation became official, and
- WHEREAS:** The Town of Arlington respects the knowledge, experience, and traditions of all who live, work, study, or pray in our town or otherwise visit Arlington and will actively listen to the voices of our African American community; and
- WHEREAS:** The Town of Arlington knows that we must all commit to being human rights champions, fight racism, and stand up as allies; and

NOW THEREFORE BE IT RESOLVED, that the Town of Arlington encourages broad support of the Arlington Human Rights Commission hosted virtual vigil to be held on June 9, 2020 at 7:00 p.m. to mourn deaths due to police violence and to affirm that Black Lives Matter; and

BE IT FURTHER RESOLVED, that the Town of Arlington supports the work of our Police Department, our Town government, and our schools to make them more diverse, equitable and inclusive and commits to seeking further policy and administrative measures in support of this goal, including a series of four webinars to be hosted by the Town starting in June aimed at deepening our community's understanding of systemic racism and the deep harm it causes; and

BE IT FURTHER RESOLVED, that July 13, 2020 shall be proclaimed as Black Lives Matter Day in Arlington, that a Black Lives Matter banner shall be prominently displayed on Town Hall during the month of June and until this date, and that all residents are encouraged to pay fitting observance thereof.

| | |
|-------|---------------------|
| _____ | SELECT BOARD |
| _____ | OF THE |
| _____ | TOWN |
| _____ | OF |
| _____ | ARLINGTON |

A true record.
ATTEST:

By: _____
Board Administrator



Town of Arlington, Massachusetts

For Discussion & Approval: Charlie Proctor Bike Memorial @ Intersection of Massachusetts Avenue and Appleton Street

Summary:

Adam W. Chapdelaine, Town Manager

ATTACHMENTS:

| | Type | File Name | Description |
|---|--------------------|--------------------------|---------------------|
| ▢ | Reference Material | C._Proctor_Memorial.docx | C. Procter Memorial |

Dear Members of the Arlington Select Board,

On Tuesday, May 5th, our son, brother, and partner Charlie Proctor was killed while riding his bicycle by a car making a left turn at the intersection of Appleton Street and Massachusetts Avenue. Charlie was a wonderful person whose absence has left an enormous hole in our hearts, and we want to prevent this kind of tragedy from happening to any more families. We have spoken to the Arlington Bicycle Activist Committee, and have been working with Galen Mook at MassBike, and have been impressed by the actions they have suggested.

We are hoping to install a “ghost bike” in Charlie’s memory at the intersection where he died. As we cannot currently gather to have in-person memorials, the physical memorials we can construct are especially important. We hope the town can provide permits for and guidance with the installation of this memorial as soon as possible, as has been suggested by the ABAC.

We also support the improvements to the Appleton Street intersection and the surrounding dangerous intersections suggested by the ABAC. The installation of full bike lanes with green intersection crossing markings on Mass Ave from Richardson Ave to Menotomy Rd would improve the visibility of cyclists on Mass Ave. Further study of more substantial improvements to obtuse angled intersections along Mass Ave, such as protected turn light cycles and geometry changes, will identify acceptable changes that will dramatically improve the safety of these intersections. With these changes, we believe that a solution can be found that can prevent further deaths at these intersections.

Thank you,

Judy Proctor, Charlie’s mother

Ched Proctor, Charlie’s father

Thomas Proctor, Charlie’s brother

Alison Piasecki, Charlie’s partner

Sandra Voss, Charlie’s sister-in-law



Town of Arlington, Massachusetts

For Discussion & Approval: Creation of Design Review Committee, Massachusetts Avenue @ Appleton Street

Summary:

Adam W. Chapdelaine, Town Manager

ATTACHMENTS:

| | Type | File Name | Description |
|---|-----------------------|----------------------------|-------------|
| ▢ | Reference Material | Memo_DRC_Mass_Appleton.pdf | Reference |



**Town of Arlington
Office of the Town Manager**

Adam W. Chapdelaine
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: achapdelaine@town.arlington.ma.us
Website: www.arlingtonma.gov

To: Members of the Select Board

From: Adam Chapdelaine, Town Manager

RE: Establishment of Design Review Committee – Intersection of Mass Ave and Appleton Street

Date: June 8, 2020

I am providing this memorandum to request that the Board vote to create a design review committee to study and make recommendations for both short term and long term improvements to the intersection of Massachusetts Avenue and Appleton Street. I recommend that the committee have the following composition:

Representative of the Transportation Advisory Committee

Representative of the Arlington Bicycle Advisory Committee

Representative of the Arlington Police Department

Representative of the Engineering Division

Senior Transportation Planner

Representative of Local Business

Representative of St. Athanasius Parish

3 Resident Representatives

I look forward to discussing this at tonight's meeting.



Town of Arlington, Massachusetts

For Discussion: June - August Select Board Meetings

ATTACHMENTS:

| | Type | File Name | Description |
|---|-----------------------|----------------------------|-------------|
| ▢ | Reference Material | June_-_August_Calendar.pdf | Calendar |

JUNE 2020

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|---------------------------|----------------------------------|-----------|-----------|-----------|-----------|----------------------------------|
| | 1 Select Board Meeting | 2 | 3 | 4 | 5 | 6 Annual Town Election |
| 7 | 8 Select Board Meeting | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 Town Meeting | 16 | 17 | 18 | 19 | 20 |
| 21 Father's Day | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | | | | |

JULY 2020

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|------------------|
| | | | 1 | 2 | 3 | 4 July Fourth |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

AUGUST 2020

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | | | | | |



Town of Arlington, Massachusetts

Fatal Bicycle Crash @ Intersection of Massachusetts Avenue and Appleton Street

Summary:

Family of Charles Proctor, A. Piasecki, Christopher Tonkin, Chair, Arlington Bicycle Advisory Committee, Scott Mullen, Linda Epstein, Anna Waldeck, Ariel Weinberg, Amanda Zangari, Blaine French, Chris Bliss, Cristina Casado, Catherine Farrell, Christine Fort, Christian Klein, Charlotte Lellman, Christina Mork, Demetri Harrington, Diane Manganaro, Elizabeth Buschert, Edward Faulkner, Erich Ludwig, Geoff Birmingham, Guilhem Ribeill, Julia Fuller, Jordon Hemingway, Jock Hoffman, Jennifer Litowski, Jeff Roth, Kate Byrd, Kevin Guiney, Leo Boneschansker, Lily Lichtenstein, Lane Zimmerman, Michael Barry, Matthew DeRemer, Misha Sidorsky, Mustafa Varoglu, Noam Reuveni, Nitin Sonawane, Ozzie Street, Pam DiBona, Philip Goff, Parke Wilde, Sandhya Manohar, Sean Murray, Timothy Grove, Thouis Jones, Tyler Mackey

ATTACHMENTS:

| Type | File Name | Description |
|--------------------|--|--------------------------|
| Reference Material | T._Proctor.docx | Proctor Family Reference |
| Reference Material | A._Piasecki.docx | A. Piasecki Reference |
| Reference Material | C._Tonkin.docx | ABAC Reference |
| Reference Material | SHORT-TERM_Bicycle_Safety_Proposal_at_the_Mass_Ave_Appleton_Intersection_(1).pdf | ABAC #2 |
| Reference Material | email.docx | S. Mullen Reference |
| Reference Material | Mass_Ave-Appleton_Proposal_Goff_200521sm.pdf | S. Mullen #2 |
| Reference Material | CTPS_2012_Arlington_Memo.pdf | S. Mullen #3 |
| Reference Material | Linda_Epstein.docx | L. Epstein Reference |
| Reference Material | A._Waldeck.docx | A. Waldeck Reference |
| Reference Material | A._Weinberg.docx | A. Weinberg Reference |
| Reference Material | A._Zangari.docx | A. Zangari Reference |
| Reference Material | B._French.docx | B. French Reference |
| Reference Material | C._Bliss.docx | C. Bliss Reference |
| Reference Material | C._Casado.docx | C. Casado Reference |
| Reference Material | C._Farrell.docx | C. Farrell Reference |
| Reference | | C. Fort |
| Reference Material | C._Fort.docx | Reference |

| | | | |
|--------------------|-----------------------|-----------|------------------|
| Reference Material | C._Fort.docx | Reference | C. Fort |
| Reference Material | C._Klein.docx | Reference | C. Klein |
| Reference Material | C._Lellman.docx | Reference | C. Lellman |
| Reference Material | C._Mork.docx | Reference | C. Mork |
| Reference Material | D._Harrington.docx | Reference | D. Harrington |
| Reference Material | D._Manganaro.docx | Reference | D. Manganaro |
| Reference Material | E._Buschert.docx | Reference | E. Buschert |
| Reference Material | E._Faulkner.docx | Reference | E. Faulkner |
| Reference Material | E._Ludwig.docx | Reference | E. Ludwig |
| Reference Material | G._Birmingham.docx | Reference | G. Birmingham |
| Reference Material | G._Ribeill.docx | Reference | G. Ribeill |
| Reference Material | J._Fuller.docx | Reference | J. Fuller |
| Reference Material | J._Hemingway.docx | Reference | J. Hemingway |
| Reference Material | J._Hoffman.docx | Reference | J. Hoffman |
| Reference Material | J._Litowski.docx | Reference | J. Litowski |
| Reference Material | J._Roth.docx | Reference | J. Roth |
| Reference Material | K._Byrd.docx | Reference | K. Byrd |
| Reference Material | K._Guiney.docx | Reference | K. Guiney |
| Reference Material | L._Boneschansker.docx | Reference | L. Boneschansker |
| Reference Material | L._Lichtenstein.docx | Reference | L. Lichtenstein |
| Reference Material | L._Zimmerman.docx | Reference | L. Zimmerman |
| Reference Material | M._Barry.docx | Reference | M. Barry |
| Reference Material | M._DeRemer.docx | Reference | M. DeRemer |
| Reference Material | M._Sidorsky_2.docx | Reference | M. Sidorsky |
| Reference Material | M._Varoglu.docx | Reference | M. Varoglu |
| Reference Material | N._Reuveni.docx | Reference | N. Reuveni |
| Reference Material | N._Sonawane.docx | Reference | N. Sonawane |

- ▢ Reference
Material O._Street.docx
- ▢ Reference
Material P._DiBona.docx
- ▢ Reference
Material P._Goff.docx
- ▢ Reference
Material P._Wilde.docx
- ▢ Reference
Material S._Manohar.docx
- ▢ Reference
Material S._Murray.docx
- ▢ Reference
Material T._Grove.docx
- ▢ Reference
Material T._Jones.docx
- ▢ Reference
Material T._Mackey.docx
- ▢ Reference
Material P._Fenander.pdf

U. Street
Reference

P. DiBona
Reference

P. Goff
Reference

P. Wilde
Reference

S. Manohar
Reference

S. Murray
Reference

T. Grove
Reference

T. Jones
Reference

T. Mackey
Reference

P. Fenander
Reference

From: Tom Proctor <proctortc@gmail.com>
To: mkrepelka@town.arlington.ma.us, JCurro@town.arlington.ma.us,
SDeCoursey@town.arlington.ma.us, DDunn@town.arlington.ma.us,
JHurd@town.arlington.ma.us, DMahon@town.arlington.ma.us
Date: Fri, 29 May 2020 12:41:35 -0400
Subject: Extremely Dangerous Intersection Mass Ave and Appleton: Family of the
deceased

Diane M. Mahon
Select Board Chair

Daniel J. Dunn
Select Board Vice Chair

Joseph A. Curro, Jr.
Select Board Member

Stephen W. DeCoursey
Select Board Member

Hurd, John V.
Select Board Member

Marie Krepelka
Select Board Administrator

Dear Members of the Arlington Select Board,

On Tuesday, May 5th, our son, brother, and partner Charlie Proctor was killed while riding his bicycle by a car making a left turn at the intersection of Appleton Street and Massachusetts Avenue. Charlie was a wonderful person whose absence has left an enormous hole in our hearts, and we want to prevent this kind of tragedy from happening to any more families. We have spoken to the Arlington Bicycle Activist Committee, and have been working with Galen Mook at MassBike, and have been impressed by the actions they have suggested.

We are hoping to install a "ghost bike" in Charlie's memory at the intersection where he died. As we cannot currently gather to have in-person memorials, the physical memorials we can construct are especially important. We hope the town can provide permits for and guidance with the installation of this memorial as soon as possible, as has been suggested by the ABAC.

We also support the improvements to the Appleton Street intersection and the surrounding dangerous intersections suggested by the ABAC. The installation of full bike lanes with green intersection crossing markings on Mass Ave from Richardson Ave to Menotomy Rd would improve the visibility of cyclists on Mass Ave. Further study of more substantial improvements to obtuse angled intersections along Mass Ave, such as protected turn light cycles and geometry changes, will identify acceptable changes that will dramatically improve the safety of these

intersections. With these changes, we believe that a solution can be found that can prevent further deaths at these intersections.

Thank you,

Judy Proctor, Charlie's mother

jcproctor@gmail.com

Ched Proctor, Charlie's father

chedproctor@gmail.com

Thomas Proctor, Charlie's brother

proctortc@gmail.com

Alison Piasecki, Charlie's partner

alison.piasecki@gmail.com

Sandra Voss, Charlie's sister-in-law

voss.sandra@gmail.com

From: Alison Piasecki <alison.piasecki@gmail.com>
To: SDeCoursey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com
Date: Mon, 1 Jun 2020 07:38:08 -0400
Subject: Charlie Proctor Meeting Agenda

Dear All,

I am Charlie Proctor's partner, and I was with him when he was killed at Mass Ave and Appleton on May 5. As avid cyclists and residents of Somerville, we frequently rode through Arlington to reach the hills further west, and to return home as we were doing that afternoon.

As cycling is prevalent both for transportation and recreation, I request that you add the incident as an agenda item to your meeting tonight, so we can begin to discuss modification of that stretch of Mass Ave. The streets must be safe for all those on them.

Alison Piasecki
978 760 1925

From: tonkinc@comcast.net
To: mkrepelka@town.arlington.ma.us
Cc: freidy@town.arlington.ma.us, Daniel Amstutz <DAmstutz@town.arlington.ma.us>
Date: 06/01/2020 12:27 PM
Subject: Corrected email from ABAC.

To the Select Board:

At the recent ABAC meeting there was an in-depth discussion of the recent fatal crash between a cyclist and a car at the intersection of Mass Ave and Appleton. The ABAC board was present along with some of the ABAC members at large, concerned citizens, the head of MassBike, and members of the bereaved family. As a consequence of this meeting it was voted unanimously by the Committee that I write to you and urge the Town take prompt action to decrease the possibility of future crashes along this stretch of Mass Ave that has long been a difficult area for cyclists, pedestrians, and motorists to navigate without mishap.

To this end we strongly recommend that the Selectboard take a very close look at the proposed plan put forward by former ABAC member and co-chair of EALS, Phil Goff. This plan offers several inexpensive ideas that can provide much needed relief until a more comprehensive and permanent solution can be found. It should be noted that this plan has included the intersections of Mass Ave with Forest Ave and Lowell St, both which are in the same area and have similar issues.

We look forward to hearing from you on this pressing issue.

Yours

Christopher Tonkin

Chair Arlington Bicycle Advisory Committee

SHORT-TERM Bicycle Safety Proposal at the Mass Ave/Appleton Intersection

Arlington, MA
by Phil Goff
May 21, 2020



Current View Looking West

PROPOSED View Looking West

From: "mully@scottmullen.com" <mully@scottmullen.com>
To: DeCoursey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us, mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, Lenard Diggins <ldiggins@gmail.com>, michaiahforselectboard@gmail.com
Cc: Eals Coalition <ealscoalition@gmail.com>, Phil Goff <philipgooff@hotmail.com>
Date: Mon, 1 Jun 2020 18:32:50 -0400
Subject: Safety concerns at Mass Ave and Appleton

Members of the Select Board, Administrator Krepelka, Manager Chapdelaine, Select Board candidates Healy and Diggins:

My name is Scott Mullen and I reside on Henderson St in East Arlington. I write to you today in full support of swift action at the dangerous intersection of Mass Ave, Appleton St, and Appleton Pl (the 'Appleton intersection'). For many years, I worked out of an office at 1173 Mass Ave just down the street and frequently passed through the intersection by car, bicycle and also on foot.

I can say without hesitation that my personal experiences and observations of others there have frequently been harrowing. Often it's a car that doesn't slow for pedestrians in the crosswalk, many of them young students of the adjacent Ottoson School. Also common is a left turning vehicle crossing in front of oncoming traffic like the one that tragically killed Charlie Proctor earlier this month. Something must be done to mitigate the dangers there, and quickly.

Due to the complex nature of the Appleton intersection, I recognize there is no easy fix, and that the ultimate solution may be a couple of years away. In that light, I ask the Select Board to please work with other Town officials to implement a two-phased plan outlined by local planner, Phil Goff:

- SHORT TERM - with new roadway striping, modest restrictions on parking, and signs, the bike lane that currently ends at the Dunkin Donuts just west of Appleton should be extended to at least Burton St or, ideally, to connect to the existing bike lanes east of Brattle Square. Inexpensive flex posts could also be installed on the double yellow line to force left-turning motorists to use a tighter radius and more slowly (*See attached concept plan*)
- LONG TERM - building off of the 2012 CTPS report (*attached*), a new traffic study and design plan must begin very soon. With appropriate public involvement, this could be a year-long process. Finding funding, final bid documents and construction could easily take a couple more years as well. Based on that, it is imperative that the Town initiate the short term plan this summer.

Given there is a traffic signal there already, perhaps there is an opportunity to change from a 'blinking yellow/beg button' configuration to a formal red/yellow/green config? Again, the goal in my mind is to make as many immediate interventions as possible to ensure safety while a longer term strategy is outlined and implemented.

Thank you for taking a clear eyed look at this intersection and proceeding as quickly as possible to mitigate the obvious dangers there.

—

Scott Mullen | Henderson St | 781.999.1943

SHORT-TERM Bicycle Safety Proposal at the Mass Ave/Appleton Intersection

Arlington, MA
by Phil Goff
May 21, 2020



Current View Looking West

PROPOSED View Looking West



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968
Tel. (617) 973-7100
Fax (617) 973-8855
TTY (617) 973-7089
www.bostonmpo.org

Richard A. Davey
MassDOT Secretary and CEO
and MPO Chairman

Karl H. Quackenbush
Executive Director, MPO Staff

The Boston Region MPO is
composed of:

Massachusetts Department of
Transportation

Metropolitan Area Planning Council

Massachusetts Bay Transportation
Authority Advisory Board

Massachusetts Bay Transportation
Authority

Massachusetts Port Authority

Regional Transportation Advisory
Council

City of Boston

City of Beverly

City of Everett

City of Newton

City of Somerville

City of Woburn

Town of Arlington

Town of Bedford

Town of Braintree

Town of Framingham

Town of Lexington

Town of Medway

Town of Norwood

Federal Highway Administration
(nonvoting)

Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE March 1, 2012
TO Town of Arlington
FROM Chen-Yuan Wang, Mark Abbott, and Efi Pagitsas, MPO Staff
RE FFY 2011 Safety and Operations Analyses at Selected Boston
Region MPO Intersections: Massachusetts Avenue at Appleton
Street and Appleton Place in Arlington

INTRODUCTION

This memorandum summarizes safety and operations analyses and proposes improvement strategies for the intersection of Massachusetts Avenue at Appleton Street and Appleton Place in Arlington. It contains the following sections:

- Intersection Layout and Traffic Control
- Issues and Concerns
- Crash Data Analysis
- Intersection Capacity Analysis
- Preliminary Analysis of Traffic Signal Warrants
- Analysis of Traffic Signal Alternative
- Analysis of Other Improvement Alternatives
- Improvement Recommendations and Discussion

The memorandum also includes a collection of technical appendices that contain methods and data applied in the study and detailed reports of the intersection capacity analyses.

INTERSECTION LAYOUT AND TRAFFIC CONTROL

Massachusetts Avenue is a major thoroughfare in the Boston metropolitan area. It begins in the Boston neighborhood of Dorchester, goes through Boston Cambridge, Arlington, and Lexington, crosses Route 128, and enters Lincoln as North Great Road. The section in Arlington starts at Alewife Brook Parkway (Route 16), intersects Pleasant Street (Route 60) at Arlington center and Park Avenue at Arlington Heights, and continues west to Lexington.

This intersection is located on the east side of Arlington Heights about a mile northwest of Arlington center. Massachusetts Avenue (Mass. Ave.) in the vicinity of the intersection is a two-lane roadway classified as an urban principal arterial roadway, with a speed limit of 25 miles per hour (mph). Appleton Street is a two-lane roadway classified as an urban collector, with a speed limit of 30 mph.

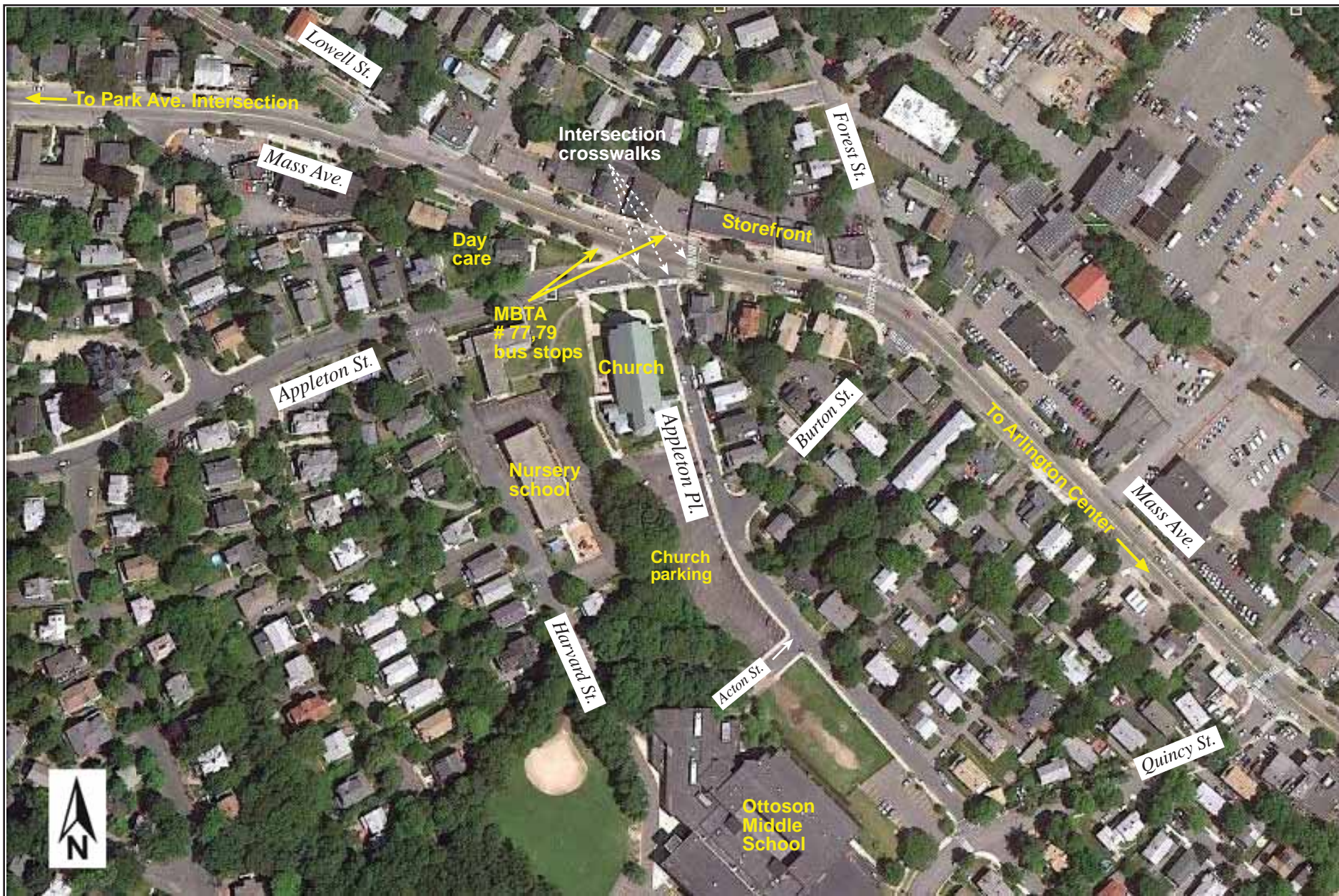
Appleton Place is a two-lane local street where the speed limit is 25 mph. All the streets at the intersection are under the Town's jurisdiction.

Figure 1 shows the intersection layout and the area nearby. The intersection has an awkward layout. Appleton Street and Appleton Place, both located south of Mass. Ave., join the intersection at a skewed angle. The angle of the Appleton Street approach is especially sharp so that drivers approaching Mass. Ave. on Appleton Street have a very limited sight distance of Mass. Ave. eastbound traffic, and because the approach has a downward sloping grade, drivers tend to drive too fast. All the approaches at the intersection consist of one lane that is shared by all traffic movements. There are crosswalks on all the approaches except for Mass. Ave. west of the intersection. All the streets have sidewalks on both sides. On-street parking is allowed on both sides of Mass. Ave., on the south side of Appleton Street, and on the west side of Appleton Place.

The intersection is equipped with a traffic signal that is specifically used to stop traffic for pedestrian crossings. During normal operations, the signal flashes yellow on Mass. Ave., and it flashes red on Appleton Street and on Appleton Place. When any of the pedestrian buttons is pushed, an exclusive pedestrian phase is activated (when vehicular traffic at all of the approaches is stopped). During the pedestrian phase, the traffic signals change from flashing to solid, non-flashing yellow or red indications for about 3 seconds, and then all the signals change to steady red for about 25 seconds. During the steady red period, the pedestrian signals indicate flashing "Don't Walk" messages for about 7 seconds, a flashing "Walk" for about 11 seconds, and then again a flashing "Don't Walk" for about 7 seconds.

Located in a dense urbanized area, there are mixed land uses in the vicinity of the intersection. Both sides of Mass. Ave. have mainly commercial and office uses, mixed with multiple-family housing. To the south of Mass. Ave., the area known as Arlington Heights, the land use is mainly single- and multiple-family housing mixed with institutions such as schools and churches. On the north side of Mass. Ave., it is mainly multiple-family housing mixed with scattered single-family houses and office buildings. Near the intersection, there are storefront containing shops and service offices and a few individual stores on the north side of Mass. Ave. One store has a driveway entering the intersection from its parking lot just north of the intersection. On the south side of Mass. Ave., there are multiple-family houses mixed with a few office uses, including a grief counseling center at the corner of Appleton Street. A Greek Orthodox church is located at the corner of Appleton Street and Appleton Place, with a large parking lot accessible from Appleton Place.

The only middle school in Arlington, Ottoson Middle School, is located about 500 feet south of the intersection. The school has about 1,000 students and its campus occupies the area bordered by Acton Street, Appleton Place, Quincy Street, and Benjamin Road. The main entrance is located at the bend of Acton Street (see Figure 1), but there are entrances at the other three corners of the campus that students can also use. The main drop-off route is from Acton Street (via Appleton Street), dropping off students at the main entrance, continuing on the one-way section of Acton Street, and leaving the school area via Appleton Place. Additionally, parents also can drop students off at the Benjamin Road entrance or at the entrance near the corner of Quincy Street and Appleton Place. All students are required to arrive by 7:55 and be seated by 8:05.



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FIGURE 1
Intersection Location and Surroundings
Mass Ave. at Appleton St./Appleton Place, Arlington

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Many of the middle school students (and their parents) use the intersection of Mass. Ave., Appleton Street, and Appleton Place to reach the school. They include students who take MBTA (Massachusetts Bay Transportation Authority) bus Routes 77 and 79 to this intersection and walk to the school, those who live on Mass. Ave. nearby and walk to school, and those who live to the east and north of the school and are dropped off by their parents. Currently there is a school crossing guard at the intersection to guide the students crossing Mass. Ave. during the school opening and releasing periods.

This intersection is a major stop for MBTA bus Routes 77 and 79. The two bus lines run along almost all of the section of Mass. Ave. in Arlington, from the Cambridge border to the bus stop in Arlington Heights for MBTA bus Route 77 (which is the end of that bus route).. The outbound stop is located at the north side of the intersection, just past the crosswalk on the Mass. Ave. westbound approach, and the inbound stop is located just before the stop line of the Mass. Ave. eastbound approach. Field observations indicate that there are nearly a hundred students taking the MBTA buses to the middle school every day.

Turning-movement counts recently collected by MPO staff indicate that about 10 to 20 bicyclists use the intersection during the morning and evening peak hours combined. The popular Minuteman Bikeway runs mostly parallel to Mass. Ave. in Arlington and crosses Mass. Ave. about 500 feet north of this intersection. Although none of the streets in this area have designated bike lanes, the travel lanes on Mass. Ave. are wide enough for shared bike use.

ISSUES AND CONCERNS

On May 25, 2011, staff met with members of the Arlington Transportation Advisory Committee and Town officers from the Planning and Community Development, Public Works, and Police departments to observe the morning traffic conditions and discuss the issues and concerns pertaining to this intersection. The major concern the Town has is the relatively high number of crashes at this intersection and students' safe access to Ottoson Middle School. A review of the most recent crash data indicates that the intersection has a high number of crashes and a crash rate higher than the average for unsignalized intersections in the MassDOT district 4 (see the next section for further analyses).

Currently there is a school crossing guard present to stop the traffic and direct pedestrian crossings at the intersection during the school opening and releasing periods. The intersection is wide and the guard has to be observant to cover the entire intersection. The crossing activity is especially intensive when students are dropped off from loaded MBTA buses.¹ Field observations indicate that a few, though not many, students crossed Mass. Ave. at locations other than the marked crosswalk.

Traffic is busy at the intersection during the AM and PM peak periods. Drivers from Appleton Street and Appleton Place usually have to endure extensive delays. In addition, the sharp angle of the Appleton Street approach limits the sight distance for drivers on that approach to see the traffic on the Mass. Ave. eastbound approach. At times, traffic on the Mass. Ave. westbound

¹ In the morning, students mostly come to the school on the outbound (westbound) buses. In the afternoon, most of them go home on the inbound (eastbound) buses.

approach backs up extensively, when the left-turn queue blocks the approach or when the exclusive pedestrian phase is actuated continuously. However, the backups usually dissipate in a few minutes.

The intersection can be confusing because some drivers may not be familiar with the flashing yellow and flashing red operations. In addition, multiple traffic signal heads (a total of 11) are scattered around the intersection and drivers may have a difficult time figuring out which one they should follow. It is especially confusing for drivers from the Appleton Street and Appleton Place approaches.

The issues and concerns for this intersection can be summarized as follows:

- High number of crashes and high crash rate
- Relatively high number of pedestrian and bicycle crashes
- Intensive student crossing activities during the middle school opening and releasing periods
- Short sight distance from the Appleton Street approach
- Confusing traffic signal settings and multiple signal heads, difficult for drivers to follow
- Traffic delays on the Appleton Street approach during peak hours

CRASH DATA ANALYSIS

Staff collected available crash data from the Massachusetts Department of Transportation (MassDOT) Registry of Motor Vehicles Division and Arlington Police Department (APD) for the most recent five years. The MassDOT data were available for 2006 to 2009, and detailed crash reports from APD were available for 2008 to 2010. Table 1 shows the statistics of the available crash data from the two sources combined. A summary of the crashes filed with APD is included in Appendix A.

On average, about five or more crashes occurred at the intersection each year.² More than one-third (36%) of the total crashes resulted in personal injuries and nearly two-thirds of the total crashes involved only property damage or were not reported. The crash types, not including data that were not reported, consist of about 56% rear-end collisions, 17% head-on collisions, 11% sideswipe collisions, 6% angle collisions, and 6% single-vehicle collisions.

The variety of the crash types is due partly to the irregular and complicated geometry of the intersection. A review of crash locations indicates that about half of the crashes occurred on Mass. Ave., about half of them occurred on Appleton Street, and no crashes occurred on Appleton Place. This distribution of crash locations and types is likely due to the sight distance deficiency on the Appleton Street approach.

² It should be noted that the 2010 crash data do not include data from the MassDOT crash database, which was still being updated at the time this report was prepared. Because of this, the number of crashes in 2010 is potentially greater than five.

TABLE 1
Summary of MassDOT and Arlington Police Department Crash Data (2006–10)

| Statistics Period | | 2006 | 2007 | 2008 | 2009 | 2010 | 5-Year |
|--|----------------------|------|------|------|------|------|--------|
| Total Number of Crashes | | 5 | 8 | 5 | 5 | 5 | 28 |
| Severity | Property Damage Only | 2 | 4 | 5 | 2 | 3 | 16 |
| | Personal Injury | 3 | 3 | 0 | 2 | 2 | 10 |
| | Fatality | 0 | 0 | 0 | 0 | 0 | 0 |
| | Not Reported | 0 | 1 | 0 | 1 | 0 | 2 |
| Collision Type | Angle | 0 | 1 | 0 | 0 | 0 | 1 |
| | Rear-end | 2 | 1 | 1 | 2 | 4 | 10 |
| | Sideswipe | 0 | 1 | 0 | 1 | 0 | 2 |
| | Head-on | 1 | 0 | 1 | 1 | 0 | 3 |
| | Single Vehicle | 0 | 0 | 1 | 0 | 0 | 1 |
| | Not Reported | 2 | 5 | 2 | 0 | 1 | 10 |
| Involved Pedestrian(s) | | 1 | 0 | 1 | 0 | 0 | 2 |
| Involved Cyclist(s) | | 0 | 1 | 1 | 0 | 0 | 2 |
| Occurred during Weekday Peak Periods* | | 1 | 3 | 4 | 0 | 1 | 9 |
| Wet or Icy Pavement Conditions | | 1 | 0 | 1 | 2 | 1 | 5 |
| Dark/Lighted Conditions | | 1 | 1 | 1 | 1 | 2 | 6 |

* Peak periods are defined as 7:00–10:00 AM and 3:30–6:30 PM.

Note: 2010 crashes are Arlington Police Department data only.

About one-third of the total crashes occurred during peak periods. About 20% of the total crashes occurred when the roadway pavement was wet or icy. In the past five years, there were two crashes that involved pedestrians and two crashes that involved bicyclists. This amounts to nearly one pedestrian or bicyclist crash each year. In the opinion of the staff, this rate is considered somewhat alarming for the safety of pedestrians and bicyclists at an intersection.

Crash rate is another effective tool for examining the relative safety of a particular location.³ Based on the above crash data and the recently collected traffic volume data, the crash rate for this intersection is calculated as 0.98 (see Appendix B for the calculation). It is higher than the average rate for the unsignalized locations in MassDOT Highway Division District 4, which is estimated to be 0.59.⁴

INTERSECTION CAPACITY ANALYSIS

To examine the intersection's existing transportation conditions, MPO staff collected on May 4, 2011, vehicle and bicycle turning-movement counts and counts of pedestrian crossings at the

³ Crash rates are estimated based on crash frequency (crashes per year) and vehicle exposure (traffic volumes or miles traveled). Crash rates are expressed as “crashes per million entering vehicles” for intersection locations and as “crashes per million miles traveled” for roadway segments.

⁴ The average crash rates estimated by the MassDOT Highway Division are based on a database that contains intersection crash rates submitted to MassDOT as part of the review process for an Environmental Impact Report or Functional Design Report. The most recent average crash rates, which are updated on a nearly annual basis, are based on all entries in the database, not just those entries made within the past year. The average crash rate for MassDOT Highway Division District 4 was calculated on July 7, 2011.

intersection. The data were recorded in 15-minute intervals for the peak traffic periods in the morning, from 7:00 to 9:00, and in the evening, from 4:00 to 6:00. The collected data indicate that the peak traffic hour was from 7:30 to 8:30 in the morning and from 5:00 to 6:00 in the evening. Figure 2 summarizes the vehicle and bicycle turning movements and pedestrian crossings at the intersection in the two peak hours.

As Figure 2 shows, the intersection carried about 1,350 vehicles in the morning peak hour and nearly 1,500 vehicles in the evening peak hour. There were over 150 pedestrian crossings at the intersection in the morning peak hour. Over 100 pedestrians, most of them students coming from MBTA buses, crossed Mass. Ave.⁵ Among them, about eight crossed on the western approach where no crosswalks exist. In the evening peak hour, the intersection had a total of nearly 40 pedestrian crossings. Most of them were made by the area's residents. There were about ten bicyclists using the intersection during the morning or evening peak hour (see Figure 2 for their turning movements).

Based on the turning movement counts, the intersection capacity was analyzed by using an intersection capacity analysis program, Synchro.⁶ The intersection was modeled as an unsignalized intersection with a stop control on Appleton Street and Appleton Place. As the intersection has an irregular layout, it cannot be modeled as a regular two-way stop-controlled intersection in Synchro. Staff used SimTraffic to simulate the traffic conditions and evaluated the simulated delays based on the unsignalized intersection level-of-service criteria in the Highway Capacity Manual.⁷

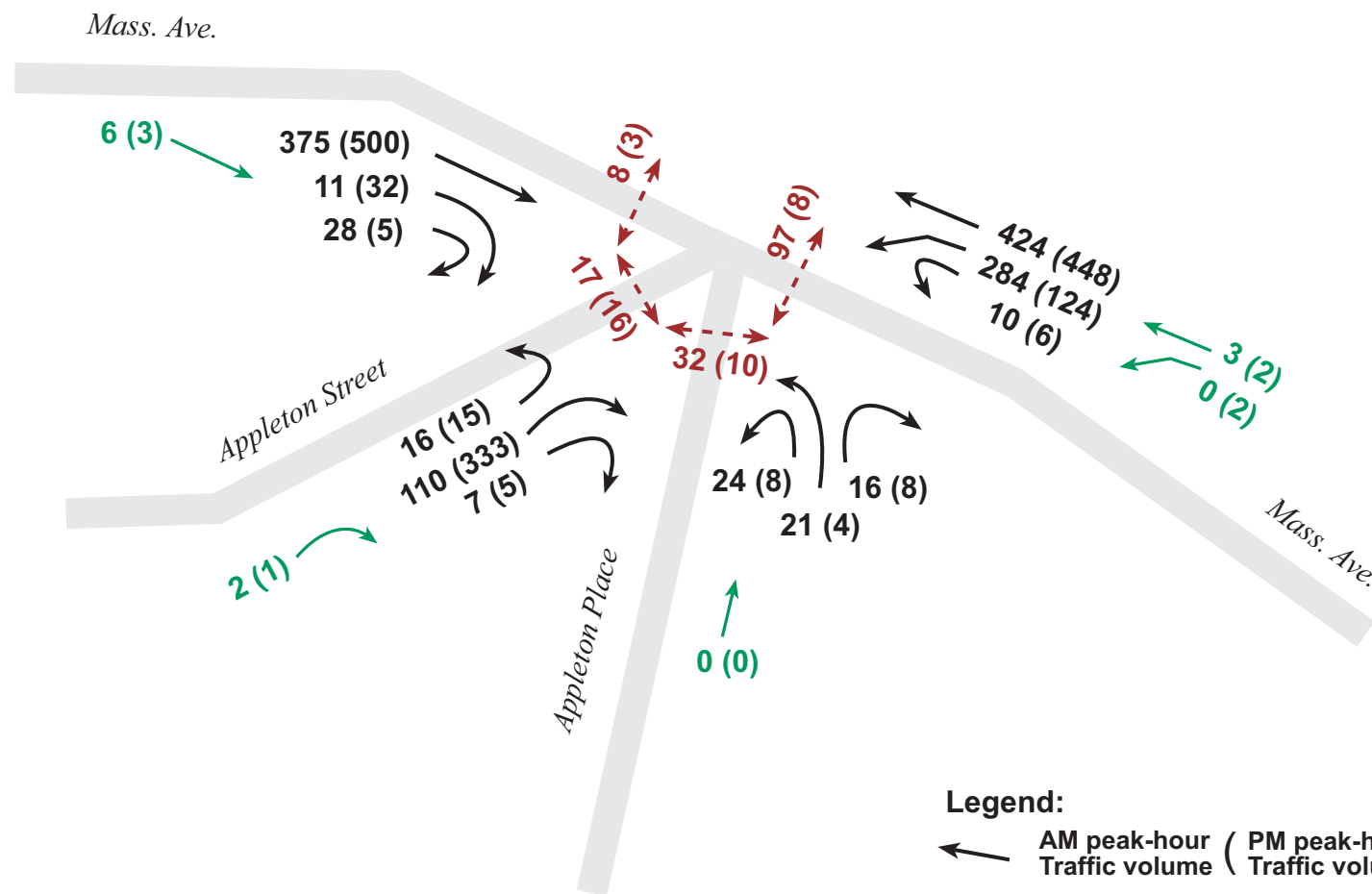
Table 2 summarizes the level of service and average delay per vehicle estimated by the simulation. It shows that Mass. Ave. operated at the desirable level of service (LOS) A in both directions in the AM and PM peak hours, except for its westbound approach in the AM peak hour. It was estimated to operate at LOS F with an average delay of nearly a minute per vehicle.⁸ Both of the stop-controlled approaches (Appleton Street and Appleton Place) were estimated to operate at an undesirable LOS F, with extensive delays of more than 3 minutes in the AM and PM peak hours, except for the Appleton Place approach in the PM peak hour, when it carried a low volume of traffic. Detailed simulation settings and results for both the AM and PM peak hour are included in Appendix C.

⁵ Presumably, there would be fewer students crossing Mass. Ave. during the school's releasing hour, roughly from 2:30 to 3:30, as some of them do not need to cross the street to wait for the buses.

⁶ Synchro Version 7 and SimTraffic are developed and distributed by Trafficware Ltd. It can perform capacity analysis and traffic simulation (when combined with SimTraffic software) for an individual intersection or a series of intersections.

⁷ Transportation Research Board, *Highway Capacity Manual 2000*, National Research Council, Washington D. C., 2000.

⁸ The actual average delay for the westbound approach may be less than the estimated delay. When the left-turn queue is short, through traffic usually can go around it in the wide area of the intersection. This condition was not represented in the simulation.



Counts collected on 5/4/2011, AM peak hour 7:30-8:30, PM peak hour 5:00-6:00, Weather: Rain

TABLE 2
Intersection Capacity Analysis, Existing Conditions

| Street name | | Mass. Ave. | | | | | | Appleton St. | | | Appleton Pl. | | |
|------------------|-----------------|------------|----|----|-----------|----|----|-----------------|----|----|--------------|----|----|
| Direction | | Eastbound | | | Westbound | | | Northeast-bound | | | Northbound | | |
| Turning movement | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| AM peak hour | LOS | A | | | F | | | F | | | F | | |
| | Delay (sec/veh) | 2 | | | 58 | | | >180 | | | >180 | | |
| PM peak hour | LOS | A | | | A | | | F | | | E | | |
| | Delay (sec/veh) | 2 | | | 10 | | | >180 | | | 46 | | |

Note: Level of Service (LOS) criteria of A to F are based on the criteria for unsignalized intersections in the *Highway Capacity Manual 2000*.

Delay (seconds per vehicle) is estimated from SimTraffic simulation results.

PRELIMINARY ANALYSIS OF TRAFFIC SIGNAL WARRANTS

According to the 2009 *Manual for Uniform Traffic Control Devices* (MUTCD),⁹ an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location should be performed to determine whether the installation of a traffic control signal is justified at a particular location. The investigation should include applicable factors contained in the following traffic signal warrants and other factors related to existing operations and safety at the study location:

1. Eight-Hour Vehicular Volume Warrant
2. Four-Hour Vehicular Volume Warrant
3. Peak-Hour Warrant
4. Pedestrian Volume Warrant
5. School Crossing Warrant
6. Coordinated Signal System Warrant
7. Crash Experience Warrant
8. Roadway Network Warrant
9. Intersection Near a Grade Crossing

A traffic control signal should not be installed unless one or more of the factors reflected in these warrants are met. Moreover, the satisfaction of a warrant or warrants in itself does not justify signal installation unless an engineering study indicates that the installation would improve the overall safety and/or operation of the intersection.

⁹ Federal Highway Administration, U.S. Department of Transportation, Chapter 4C., "Traffic Control Signal Needs," 2009 Edition, December 2009.

In this study, we performed a preliminary analysis of the applicable traffic signal warrants based on available traffic data. The applicable factors for this intersection are contained in Warrants 1, 2, and 7. Warrant 3 is intended for unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy-vehicle facilities that attract or discharge large numbers of vehicles over a short time. The intersection is regarded as a stand-alone location, not a part of a coordinated traffic system. Therefore Warrants 3, 6, 8, and 9 were not tested.

The intersection currently does have a traffic signal, but it has only blinking red and yellow signals except for the exclusive pedestrian phase. A quick review of the traffic and pedestrian counts indicates that this intersection meets the requirements of Warrants 4 and 5 for a pedestrian signal .

To further examine if the intersection warrants a traffic signal for controlling traffic, staff reviewed the required traffic conditions of Warrants 1, 2, and 7. The examination was based on hourly volumes of an average weekday derived from three midweek days' 24-hour automatic traffic counts. The counts were collected by MassDOT's Highway Division in the week beginning May 23, 2011; the volumes were considered typical for the season or even slightly higher than average (see Appendix D for the detailed summary of hourly volumes from all the approaches at the intersection).

As Table 3 shows, the intersection's existing traffic conditions meet the requirements of Warrants 1 (Eight-Hour Vehicular Volume Warrant) and 2 (Four-Hour Vehicular Volume Warrant). Although traffic conditions also meet the requirements of Warrant 7, for the purposes of this analysis, that warrant is not considered to be satisfied because the 2010 crash data do not clearly indicate five or more correctable crashes.¹⁰

Staff concluded that this intersection qualifies for the installation of a traffic signal for controlling traffic, as its traffic conditions meet the requirements of Warrants 1 and 2. To justify the need for installation of a traffic signal, MassDOT usually prefers that Warrant 1, eight-hour vehicle volume, be met.

¹⁰ The 2010 APD data indicate that there were four rear-end crashes and one unknown type of collision.

TABLE 3
Summary of Hourly Volumes and Warrant Fulfillment

| Hourly Period Starting | Mass. Ave. (main street) | | Appleton St. (minor street) | | Sum of Main Street | Higher of minor street | Volumes above the minimum requirement | | |
|------------------------|--------------------------|-----|-----------------------------|----|--------------------|------------------------|---------------------------------------|-----------|-----------|
| | EB | WB | SB | NB | | | Warrant 1 | Warrant 2 | Warrant 7 |
| 6:00 | 191 | 242 | 49 | 3 | 433 | 49 | | | |
| 7:00 | 413 | 662 | 110 | 25 | 1075 | 110 | X | X | X |
| 8:00 | 427 | 749 | 142 | 21 | 1176 | 142 | X | X | X |
| 9:00 | 462 | 513 | 113 | 25 | 975 | 113 | X | X | X |
| 10:00 | 508 | 478 | 96 | 21 | 986 | 96 | X | | X |
| 11:00 | 528 | 496 | 99 | 23 | 1024 | 99 | X | X | X |
| 12:00 | 501 | 500 | 121 | 16 | 1001 | 121 | X | X | X |
| 13:00 | 530 | 487 | 112 | 25 | 1017 | 112 | X | X | X |
| 14:00 | 532 | 525 | 138 | 26 | 1057 | 138 | X | X | X |
| 15:00 | 558 | 527 | 177 | 25 | 1085 | 177 | X | X | X |
| 16:00 | 500 | 492 | 227 | 30 | 992 | 227 | X | X | X |
| 17:00 | 522 | 540 | 370 | 28 | 1062 | 370 | X | X | X |
| 18:00 | 503 | 495 | 277 | 34 | 998 | 277 | X | X | X |
| 19:00 | 387 | 413 | 140 | 22 | 800 | 140 | X | | X |

Note: The Warrant 1 requirement is fulfilled. It requires that the traffic conditions (observed vehicular volumes higher than the specified minimum volumes) exist for each of any 8 hours of an average day. Condition B was applied in this case.
The Warrant 2 requirement is fulfilled. It requires that the traffic conditions (minimum volumes specified differently from Warrant 1) exist for each of any four hours of an average day.
The Warrant 7 (Crash Experience) requirement is fulfilled. It requires that traffic conditions of vehicular volumes higher than 80% of the volumes specified in Warrant 1 Condition B. However, the warrant is not satisfied, as the crash data do not meet the requirement of five or more correctable crashes in a recent 12-month period.

ANALYSIS OF TRAFFIC SIGNAL ALTERNATIVES

Alternative 1: Traffic Signal with Geometric Changes

The results of the traffic signal warrants analysis show that the required traffic conditions exist for Warrants 1 and 2 to be satisfied at this intersection. This section examines if and how a traffic signal control would work at this intersection.

Synchro tests of the installation of a traffic signal control indicate that under the existing layout the intersection would operate at an acceptable level of service (LOS) C, with an average delay of about half a minute per vehicle in both the AM and PM peak hours. Table 4 shows the LOS and average delay for each of the intersection approaches. Although the Appleton Street and Appleton Place approaches are estimated to endure an average delay of about one to one and half minutes in the AM peak hour, they are much improved from the stop-controlled operation. Moreover, the conflicts between the traffic on these two approaches and the traffic on Mass. Ave. would be reduced significantly with the traffic signal installation.

The signal was modeled as a fully actuated signal for an isolated intersection. All the approaches were modeled as one lane shared by all movements, except for the westbound approach.¹¹ It was designed to operate as a three-phase signal: (1) the Mass. Ave. eastbound and westbound approaches with permissive westbound left turns, (2) the Appleton Street approach, and (3) the Appleton Place approach, with an on-call exclusive pedestrian signal phase. The total cycle length of 120 seconds consists of 95 seconds of traffic phase and a pedestrian signal phase of 25 seconds (see Appendix E for details of the analysis of the signal alternative for both the AM and PM peak hours).

TABLE 4
Intersection Capacity Analysis
Traffic Signal Alternative under Existing Traffic Conditions

| Street name | | Mass. Ave. | | | | | | Appleton St. | | | Appleton Pl. | | | Overall |
|------------------|-----------------|------------|----|----|-----------|----|----|-----------------|----|----|--------------|----|----|---------|
| Direction | | Eastbound | | | Westbound | | | Northeast-bound | | | Northbound | | | |
| Turning movement | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| AM peak hour | LOS | B | | | B | | | E | | | F | | | C |
| | Delay (sec/veh) | 13 | | | 18 | | | 66 | | | 95 | | | 25 |
| PM peak hour | LOS | C | | | C | | | D | | | D | | | C |
| | Delay (sec/veh) | 21 | | | 22 | | | 49 | | | 40 | | | 26 |

In addition, a future-year scenario of 3% growth over a nearly 10-year planning horizon (2020) was tested for the traffic signal option. The growth assumption is based on a review of the traffic projections at the intersection from the recent Boston Region MPO transportation-planning model. The signalized intersection, without any major geometric design modifications, would still operate at an acceptable LOS C in both the AM and PM peak hours under the projected traffic conditions (see Appendix F for details of the analysis results).

The above analyses show that a traffic signal would operate acceptably at this intersection. The traffic signal would interrupt traffic on Mass. Ave. at intervals to permit traffic from Appleton Street or Appleton Place to proceed. Traffic operations on Appleton Street and Appleton Place would be significantly improved, with much reduced delays. Although delays on Mass. Ave. would increase somewhat, the overall intersection operations and safety would improve noticeably.

¹¹ A 25-foot storage space was added to the westbound approach in order to simulate the usual condition of the through movements going around one or two left-turn vehicles queuing at the intersection.

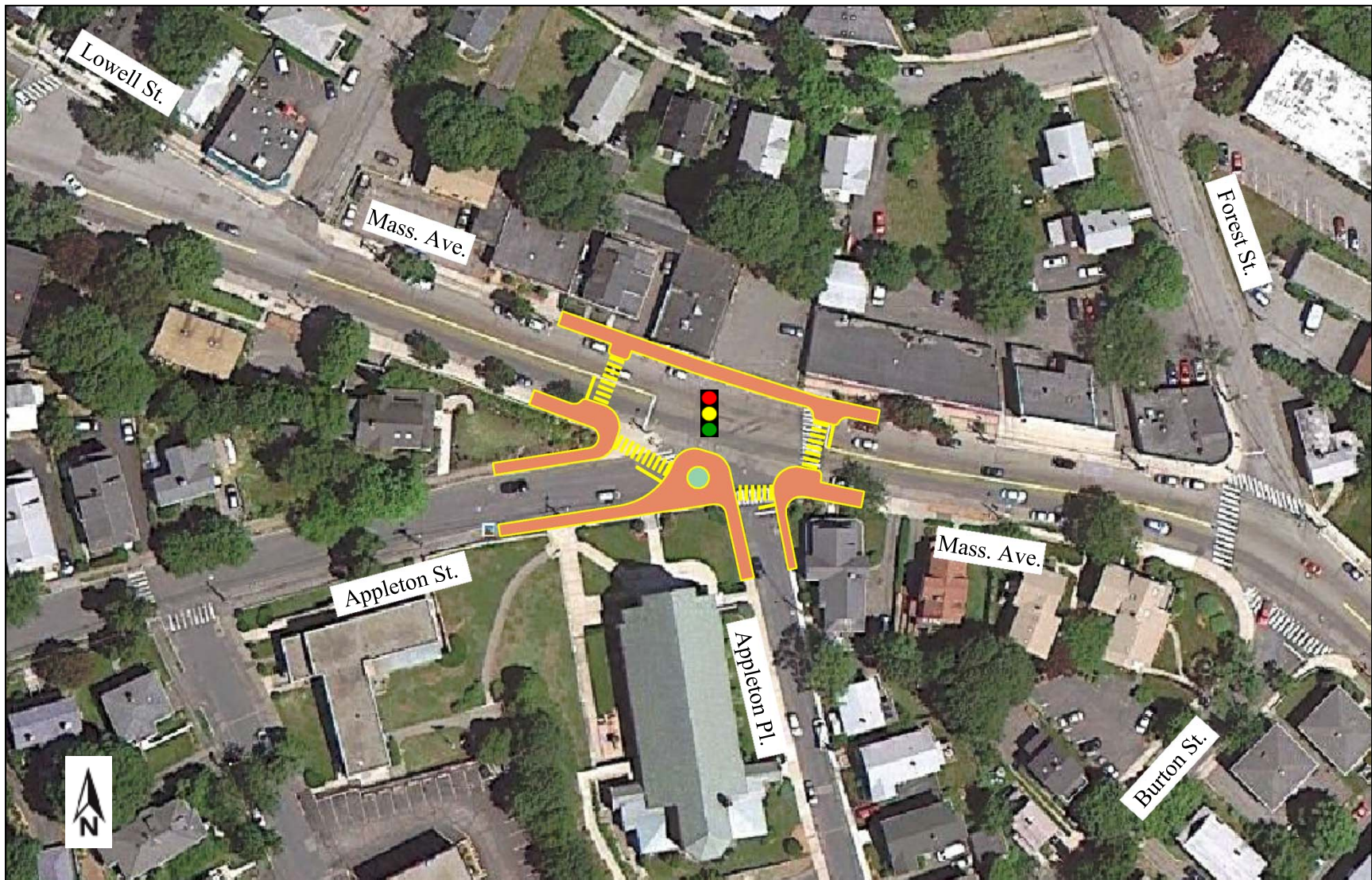
In addition, Alternative 1 would include (see Figure 3) the following geometric modifications:

- Realignment of Appleton Street to meet Mass. Ave. at a right-angle, to the degree feasible, considering right-of-way takings at the southwestern corner of the intersection at the intersection¹²
- Reconstruction of the area between Appleton Street and Appleton Place toward Mass. Ave to separate the two approaches to the degree feasible
- Construction of pedestrian bulb-outs at both ends of the crosswalk on the Mass. Ave. westbound approach
- Maintenance of the existing crosswalks and installation of a new one across the western approach of Mass. Ave.
- Installation of wheelchair ramps that meet ADA (American with Disabilities Act) and AAB (Massachusetts Architectural Access Board) standards at both ends of the crosswalks.

The realignment of Appleton Street would improve the sight distance for drivers on the Appleton Street and Mass. Ave. approaches. It would also help slow down the traffic to and from Appleton Street at the intersection.¹³ More importantly, the realignment would create space for the expansion of the corner of Appleton Street and Appleton Place. The expansion would shorten the pedestrian crossing distance across Appleton Street and provide pedestrians with a generous staging area and better visibility of the traffic conditions on Mass. Ave. The installation of pedestrian bulb-outs on the Mass. Ave. westbound approach would also reduce the pedestrian crossing distance and provide better visibility for pedestrians of traffic on Mass. Ave. These modifications would significantly enhance the safety of all users at the intersection, especially pedestrians.

¹² The realignment would require setting back the stop bar of the Mass. Ave. eastbound approach by about 10 to 15 feet. The existing MBTA bus stop on the approach would also need to be set back accordingly.

¹³ The acute angle of the existing alignment of Appleton Street allows traffic to speedily enter or exit the street from Mass. Ave. in a pattern similar to diverging from or merging to a ramp from a highway. A slower speed in the intersection would be safer for drivers and pedestrians.



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FIGURE 3
Alternative 1: Traffic Signal with Geometric Changes
Mass. Ave. at Appleton Street and Appleton Place, Arlington

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Alternative 2: Traffic Signal with Reduced Intersection Footprint

The aim of this alternative design would be to reduce the size of the intersection so that:

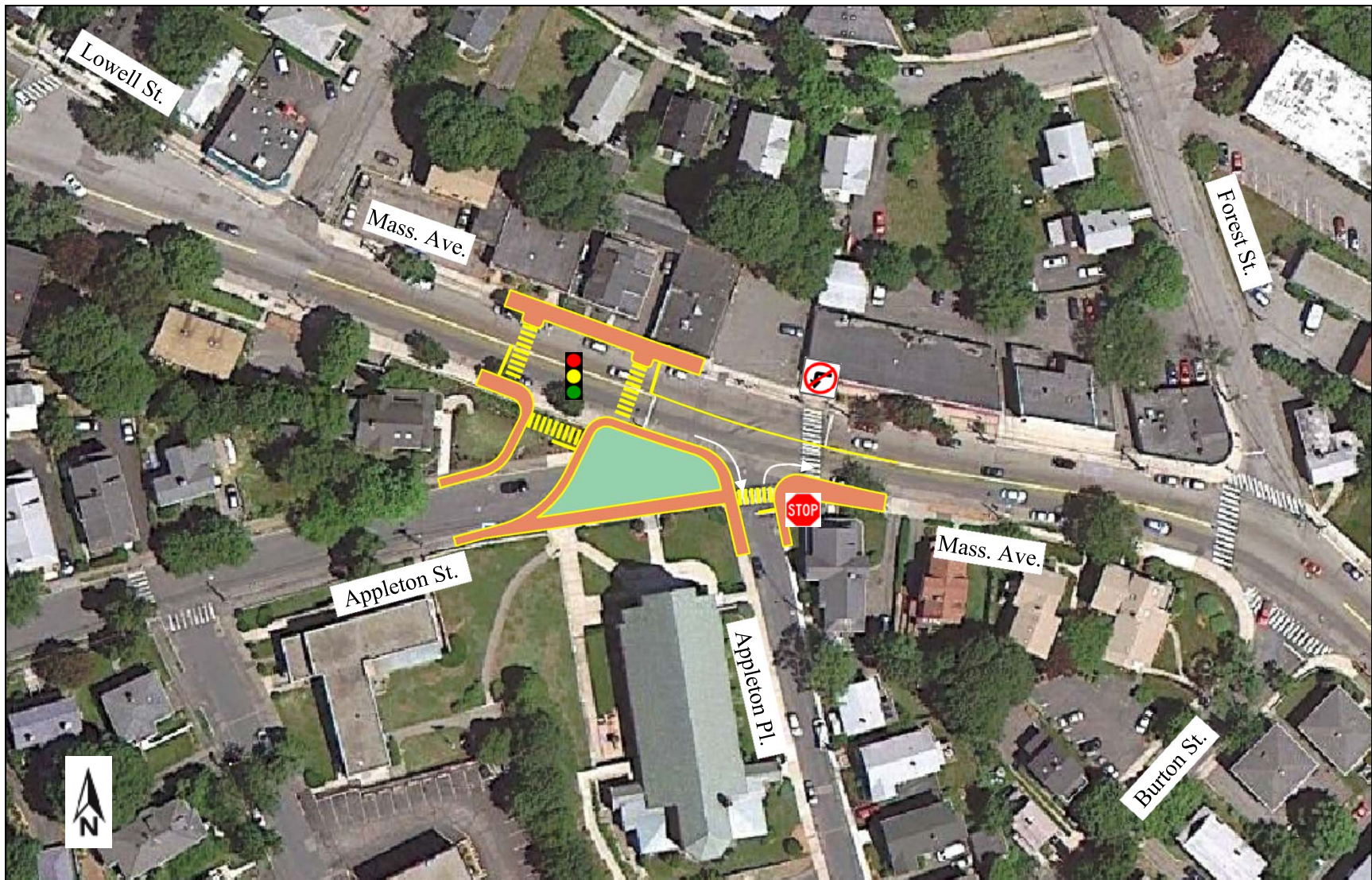
- Pedestrian crossing distances become shorter
- Sight distances from Appleton Street and Appleton Place are improved
- Traffic conflicts are minimized

As Figure 4 shows, the design elements of this alternative would include the following:

- Reconstruction of the Appleton Street approach to a right angle with Mass. Ave.
- Reconstruction of the Appleton Place approach so that it would angle to the left as it approaches Mass. Ave., creating a right-angle intersection with Mass. Ave. that is separate from the Appleton Street intersection with Mass. Ave., to the degree possible
- Designation of Appleton Place for right-in and right-out only traffic movements; right turns would be controlled by a stop sign
- Elimination of left turns to and from Appleton Place
- Moving the westbound Mass. Ave. stop line from its present location, which is closer to the Appleton Place approach than to the Appleton Street approach, to a location perpendicular to the reconstructed Appleton Street approach
- Installation of a new, fully actuated three-phase traffic signal, with two phases to control the Mass. Ave. intersection with Appleton Street and one exclusive phase for pedestrians
- Installation of crosswalks across Appleton Street, across both of the eastbound westbound approaches of Mass. Ave., and across Appleton Place
- Construction of bulb-outs to reduce the pedestrian crossing distances and for improved urban design

The benefits of this design would be a smaller intersection with improved sight distance from the Appleton Street minor approach. The Appleton Place approach would be taken out of the intersection and traffic flow into and out of Appleton Place would be under stop control. Bulb-outs and reconstructed pedestrian crossings would improve pedestrian safety and promote a “sense of place.” As Appleton Place would not be subject to signal control, intersection operations and delays would be simplified and would improve, requiring only a three-phase signal design instead of the four phases required in Alternative 1. A simpler traffic signal design promotes shorter delays because of reduced all-red and amber intervals. In addition, this design presents opportunities for the incorporation of urban design elements and new landscaping.

Eliminating the left turns into and out of Appleton Place could be a concern to those who rely on access to and from Appleton Place by using left turns. Concerned parties may include residents along Appleton Place, parents of students being dropped off at the school, and church employees and members of the St. Athanasius Orthodox Church seeking access to the church’s parking lot. A review of traffic volumes indicated that, in the peak hours, demand for left turns is low.



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FIGURE 4
Alternative 2: Traffic Signal with Reduced Intersection Footprint
Mass. Ave. at Appleton Street and Appleton Place, Arlington

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However, access is also available to and from other side streets connecting these activity locations to Mass. Ave. To mitigate this potential concern, careful consideration would have to be given to redirecting this demand for access to Mass. Ave. to other intersections to the east of this complicated location. For example, Quincy Street is a location that intersects at a right angle and has a simple geometry and smaller footprint that make them able to more easily accommodate the demand for left turns to access and egress points along Appleton Place.

ANALYSIS OF OTHER IMPROVEMENT ALTERNATIVES

During the development of improvement alternatives, staff also examined three additional design concepts to reduce traffic conflicts and to increase capacity at the intersection. All of them would have the potential of improving the intersection operations by reducing conflicting movements or by reducing entry volumes to various degrees. They would also have associated impacts on existing traffic patterns in the area. These are:

- Converting the intersection into a modern roundabout
- Prohibiting left turns from Mass. Ave. to Appleton Street and Appleton Place during the AM and PM peak periods
- Making Appleton Place one-way between Mass. Ave. and just south of Burton Street

Although the intersection has not been fully analyzed, staff believe that it does not qualify for conversion to a roundabout design. This belief is largely based on three considerations:

- The volumes of left turns made at the intersection from all approaches are not balanced, and balanced numbers of left turns are a major criterion for the feasibility of a roundabout design.
- Roundabout conversion would require major land-takings at the intersection.
- The downward-sloping grade of Appleton Street as it approaches Mass. Ave. is of concern for a roundabout design.

Thus, staff considers this design concept of a roundabout to be infeasible at this location.

Prohibiting left turns from Mass. Ave. westbound would potentially divert the left-turning traffic downstream to the already congested Park Avenue intersection or upstream to other side streets from Mass. Ave. This would be a change from the present pattern, where parents turning left from Mass. Ave. to Appleton Street then proceed to Acton Street, their preferred route for dropping off students. Since the demand for left turns from Mass. Ave. to Appleton Street is rather high, and therefore this prohibition would major changes to existing traffic patterns, this concept will not be considered further.

Making Appleton Place a one-way street away from Mass. Ave. would help reduce the number of phases at the recommended traffic signal by diverting Appleton Place traffic exiting to Mass. Ave. at the Appleton Place approach to other side streets for access to Mass. Ave. Drivers could choose to use Quincy Street to either turn right onto Mass. Ave. or to turn left to go through Arlington Heights to reach Route 2. In addition, this concept would require right-in and right-out

treatments of the church parking lot. Note that the one-way Appleton Place concept could be implemented in conjunction with either a modified Alternative 1 or a modified Alternative 2.

IMPROVEMENT RECOMMENDATIONS AND DISCUSSION

The above safety and operations analyses indicate that the existing layout and stop-control operations are not effective for the existing and future traffic conditions and cause safety concerns at this intersection. To improve safety and operations at the intersection, this study reviewed two potential alternatives that include the installation of a traffic signal and various levels of geometric modifications to the intersection. Staff determined that a fully actuated traffic signal is warranted and necessary for controlling traffic and providing exclusive signal phases for pedestrian crossings.

In Alternative 1, the installation of a traffic signal was justified through warrant analyses. In addition, the capacity analyses of the signalized intersection under the existing layout indicate that Appleton Street and Appleton Place traffic operations would improve noticeably with reduced delays. The intersection would operate at an acceptable LOS C in both the AM and PM peak hours.

The signal would be expected to reduce traffic conflicts on Mass. Ave., Appleton Street, and Appleton Place and reduce the frequency and severity of crashes. It would still provide exclusive pedestrian phases and maintain the pedestrian safely at this intersection.

Alternative 2 includes the installation of a traffic signal, as in Alternative 1, and additional modifications to the intersection geometry that would reduce its footprint. A smaller footprint shortens pedestrian crossing distances and reduces potential traffic conflicts even more. In this design, the Appleton Place traffic pattern is turned into a “right-in, right-out” operation and is not controlled by the traffic signal. This alternative also presents opportunities for improved urban design, and increased numbers of sidewalks and pedestrian crossings.

In closing, staff believe that implementing Alternative 1 would be sufficient for addressing the concerns expressed by the Arlington Transportation Advisory Committee. If adopted, it would include the following elements:

- A fully actuated traffic signal system with pedestrian signal heads
- Audible and countdown pedestrian signals¹⁴
- Overhead signal indications supported by mast arms, clearly visible from all approaches¹⁵
- Pedestrian push buttons at all corners of the intersection

¹⁴ The countdown pedestrian signals would be helpful at this intersection, especially when many pedestrians (students) are crossing the intersection at the same time. The countdowns would also serve as a reminder to the middle school students, who tend to be distracted by their fellow students, to cross the street quickly.

¹⁵ Currently there are multiple signal heads (about 11 in total) supported by individual posts scattered around the intersection. The overhead signals supported by two or three mast arms would reduce drivers' confusion caused by the current multiple signal locations.

It should be noted that, even with the existing stop-control operations with exclusive pedestrian signal phases, the proposed intersection layout modifications in Alternative 1 would improve the operations and safety of the intersection significantly. Meanwhile, the reduction in roadway surface and the increase of landscaped area for pedestrian activities would create a sense of “place” for this residential and commercial area in the Arlington Heights neighborhood.

Alternative 2 (see Figure 4) promotes the concept of “sense of place” and urban design even more than Alternative 1 by reducing the footprint of the intersection and creating a distance between the two side streets that meet Mass. Ave. in a skewed angle creating a complicated intersection with very wide pavement. This design has the potential to improve the operational efficiency and safety of this intersection. As explained above, it also stands to create concerns about minor traffic pattern changes, something to be reviewed with users.

At this preliminary planning stage, the total cost of the signal installation and the intersection reconstruction is roughly estimated to be \$1,500,000 to \$2,000,000, not including any potential land-taking costs. The lower limit in the range would apply to the implementation of Alternative 1 and the higher limit would apply to Alternative 2. The installation of a fully actuated traffic system alone, with the upgraded audible and countdown pedestrian signals, would cost about \$400,000 to \$500,000.

Currently all the roadways connected to the intersection are under the jurisdiction of the Town of Arlington. The implementation would require that the Town and MassDOT work closely together through the project implementation process (see Appendix H). The Town would have to gather public consensus on the project and prepare the Project Need Form (PNF) and Project Initiation Form (PIF) for initial discussions with MassDOT District 4 regarding project initiation.

In the meantime, staff recommend that the Town maintain the school crossing guard at this location. The guard is helpful in guiding and overseeing the extensive crossing activities at the intersection. Even after the proposed improvements have been implemented, a school crossing guard may still be needed at this location. Field observations indicate that the crossing activities can be very intensive at times, such as the arrival of a loaded bus, and the energetic middle school students can be easily distracted, especially when they are released from the school and are interacting with fellow students. In addition, the students should be advised to cross Mass. Ave. at the marked crosswalk areas at the intersection all the time.

CW/MA/cw/ep

APPENDIX A

Crash Data Synopsis (2008 to 2010)

Mass Ave. at Appleton Street/Appleton Place, Arlington

Arlington Police Department

MASS AVE @ APPLETON STREET/APPLETON PLACE CRASH DATA
01/01/2008 TO 12//31/2010

| <u>INCIDENT</u> | <u>DATE</u> | <u>TIME</u> | <u>CRASH TYPE</u> | <u>SYNOPSIS</u> |
|------------------------|--------------------|--------------------|--------------------------|--|
| 8008412 | 05/01/2008 | 16:54 HRS | W/O INJURY | Minor Damage. Paper Exchange. No crash report filed. Possible road rage incident. |
| 8025228 | 11/30/2008 | 17:21 HRS | W/O INJURY | Party walked into the driver's mirror of a vehicle traveling NE on Appleton Street. Party stated she was not injured and continued on her way. Reported by operator of the vehicle. No statement/ID from pedestrian. |
| 9013369 | 07/03/2009 | 10:27 HRS | W/O INJURY | Veh 1, while waiting to make a left-turn onto Appleton Street from Mass Ave, was rear-ended by Veh 2. |
| 9022704 | 11/14/2009 | 19:54 HRS | W/O INJURY | Minor. Paper Exchange. No report filed. |
| 9025288 | 12/24/2009 | 15:15 HRS | W/INJURY | Veh 1 traveling EB on Mass Ave when Veh 2 traveling WB on Mass Ave made a left turn onto Appleton in front of Veh. 1. Airbags deployed in Veh 1. Two parties in Veh 1 transported to hospital with minor injuries. |
| 10004867 | 03/10/2010 | 18:36 HRS | CRUISER CRASH | Police Cruiser stopped for red light EB on Mass at Appleton St. rear-ended by another vehicle. No injuries. |

MASS AVE @ APPLETON STREET/APPLETON PLACE CRASH DATA
01/01/2008 TO 12//31/2010

| <u>INCIDENT</u> | <u>DATE</u> | <u>TIME</u> | <u>CRASH TYPE</u> | <u>SYNOPSIS</u> |
|------------------------|--------------------|--------------------|--------------------------|---|
| 10007244 | 04/04/2010 | 18:57 HRS | HIT AND RUN | Vehicle traveling NE on Appleton St and slowing for red light rear-ended by unknown vehicle that fled the seen. Minor injuries reported but refused medical attention. |
| 10009093 | 04/29/2010 | 18:39 HRS | W/O INJURY | Call received at station that party was involved in a collision with bicyclist that was not injured. Information exchanged between two parties. No crash report filed. |
| 10012446 | 06/12/2010 | 17:29 HRS | W/O INJURY | Veh 1 NE on Appleton St stopped at flashing red rear-ended by Veh 2. No injuries reported. No tows. |
| 10023797 | 11/17/2010 | 12:45 HRS | W/O INJURY | Veh 1 NE on Appleton St stopped at flashing red at Mass Ave rear-ended by Veh 2 as the operator moved forward a little for a better view of Mass Ave. Airbag deployment in Veh 2. No injuries reported. Veh 2 towed from the scene. |
| 10027069 | 12/31/2010 | 12:02 HRS | W/INJURY | Minor. No Report filed. |

APPENDIX B

Calculation of Crash Rate

Mass Ave. at Appleton Street/Appleton Place, Arlington

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : 5/4/2011

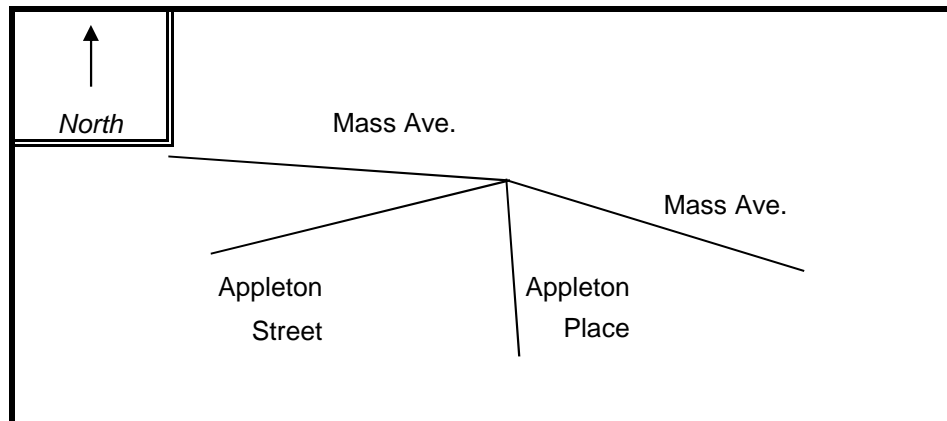
DISTRICT : 4 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Mass Ave.

MINOR STREET(S) : Appleton Street/Appleton Place

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

| | | | | | | |
|-------------------------------|-----|-----|-----|----|---|-----------------------------------|
| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
| DIRECTION : | EB | WB | NEB | NB | | |
| PEAK HOURLY VOLUMES (AM/PM) : | 476 | 648 | 243 | 41 | | 1,407 |

" K " FACTOR :

0.090

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

15,633

TOTAL # OF CRASHES :

28

OF YEARS :

5

AVERAGE # OF CRASHES PER YEAR (A) :

5.60

CRASH RATE CALCULATION :

0.98

RATE = $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : MassDOT District 4 Average Rate = 0.59 (July 7, 2011)

Project Title & Date : Safety and Operations Analyses at Selected Intersections

APPENDIX C

AM/PM Peak-Hour Traffic Simulation Results

Existing Conditions

Mass Ave. at Appleton Street/Appleton Place, Arlington

Summary of All Intervals

| | |
|----------------------|-------|
| Start Time | 7:15 |
| End Time | 8:30 |
| Total Time (min) | 75 |
| Time Recorded (min) | 60 |
| # of Intervals | 2 |
| # of Recorded Intvls | 1 |
| Vehs Entered | 1274 |
| Vehs Exited | 1262 |
| Starting Vehs | 65 |
| Ending Vehs | 77 |
| Denied Entry Before | 0 |
| Denied Entry After | 27 |
| Travel Distance (mi) | 392 |
| Travel Time (hr) | 75.9 |
| Total Delay (hr) | 62.5 |
| Total Stops | 1168 |
| Fuel Used (gal) | 280.6 |

Interval #0 Information Seeding

| | |
|------------------|------|
| Start Time | 7:15 |
| End Time | 7:30 |
| Total Time (min) | 15 |

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

| | |
|------------------|------|
| Start Time | 7:30 |
| End Time | 8:30 |
| Total Time (min) | 60 |

Volumes adjusted by Growth Factors.

| | |
|----------------------|-------|
| Vehs Entered | 1274 |
| Vehs Exited | 1262 |
| Starting Vehs | 65 |
| Ending Vehs | 77 |
| Denied Entry Before | 0 |
| Denied Entry After | 27 |
| Travel Distance (mi) | 392 |
| Travel Time (hr) | 75.9 |
| Total Delay (hr) | 62.5 |
| Total Stops | 1168 |
| Fuel Used (gal) | 280.6 |

4: Int Performance by approach

| Approach | EB | WB | NB | NE | All |
|---------------------|------|------|--------|-------|-------|
| Total Delay (hr) | 0.3 | 11.3 | 29.7 | 20.8 | 62.0 |
| Delay / Veh (s) | 2.3 | 58.1 | 3238.0 | 618.9 | 176.0 |
| Stop Delay (hr) | 0.0 | 8.8 | 29.8 | 20.9 | 59.6 |
| St Del/Veh (s) | 0.4 | 45.3 | 3250.1 | 622.7 | 169.1 |
| Total Stops | 12 | 957 | 52 | 147 | 1168 |
| Stop/Veh | 0.03 | 1.37 | 1.58 | 1.21 | 0.92 |
| Travel Dist (mi) | 72.9 | 96.4 | 3.0 | 14.7 | 187.0 |
| Travel Time (hr) | 2.4 | 14.4 | 29.8 | 21.4 | 68.0 |
| Avg Speed (mph) | 31 | 7 | 0 | 1 | 3 |
| Fuel Used (gal) | 21.6 | 53.5 | 69.2 | 52.4 | 196.7 |
| Fuel Eff. (mpg) | 3.4 | 1.8 | 0.0 | 0.3 | 1.0 |
| HC Emissions (g) | 4 | 10 | 0 | 5 | 19 |
| CO Emissions (g) | 1158 | 1976 | 345 | 928 | 4408 |
| NOx Emissions (g) | 13 | 22 | 1 | 6 | 41 |
| Vehicles Entered | 411 | 703 | 37 | 123 | 1274 |
| Vehicles Exited | 414 | 700 | 30 | 120 | 1264 |
| Hourly Exit Rate | 414 | 700 | 30 | 120 | 1264 |
| Input Volume | 414 | 718 | 61 | 133 | 1326 |
| % of Volume | 100 | 97 | 49 | 90 | 95 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 13 | 14 | 0 | 27 |

Summary of All Intervals

| | |
|----------------------|-------|
| Start Time | 4:45 |
| End Time | 6:00 |
| Total Time (min) | 75 |
| Time Recorded (min) | 60 |
| # of Intervals | 2 |
| # of Recorded Intvls | 1 |
| Vehs Entered | 1391 |
| Vehs Exited | 1388 |
| Starting Vehs | 38 |
| Ending Vehs | 41 |
| Denied Entry Before | 0 |
| Denied Entry After | 53 |
| Travel Distance (mi) | 436 |
| Travel Time (hr) | 78.7 |
| Total Delay (hr) | 63.8 |
| Total Stops | 743 |
| Fuel Used (gal) | 289.0 |

Interval #0 Information Seeding

| | |
|------------------|------|
| Start Time | 4:45 |
| End Time | 5:00 |
| Total Time (min) | 15 |

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

| | |
|------------------|------|
| Start Time | 5:00 |
| End Time | 6:00 |
| Total Time (min) | 60 |

Volumes adjusted by Growth Factors.

| | |
|----------------------|-------|
| Vehs Entered | 1391 |
| Vehs Exited | 1388 |
| Starting Vehs | 38 |
| Ending Vehs | 41 |
| Denied Entry Before | 0 |
| Denied Entry After | 53 |
| Travel Distance (mi) | 436 |
| Travel Time (hr) | 78.7 |
| Total Delay (hr) | 63.8 |
| Total Stops | 743 |
| Fuel Used (gal) | 289.0 |

4: Int Performance by approach

| Approach | EB | WB | NB | NE | All |
|---------------------|------|------|------|-------|-------|
| Total Delay (hr) | 0.3 | 1.6 | 0.3 | 61.1 | 63.4 |
| Delay / Veh (s) | 2.3 | 10.1 | 45.8 | 815.1 | 163.9 |
| Stop Delay (hr) | 0.1 | 1.0 | 0.3 | 61.2 | 62.5 |
| St Del/Veh (s) | 0.4 | 6.2 | 44.9 | 815.8 | 161.7 |
| Total Stops | 2 | 238 | 23 | 480 | 743 |
| Stop/Veh | 0.00 | 0.42 | 1.00 | 1.78 | 0.53 |
| Travel Dist (mi) | 93.0 | 78.2 | 2.2 | 33.0 | 206.3 |
| Travel Time (hr) | 3.1 | 4.0 | 0.4 | 62.5 | 69.9 |
| Avg Speed (mph) | 31 | 20 | 6 | 1 | 6 |
| Fuel Used (gal) | 25.4 | 25.5 | 1.2 | 150.9 | 203.0 |
| Fuel Eff. (mpg) | 3.7 | 3.1 | 1.8 | 0.2 | 1.0 |
| HC Emissions (g) | 3 | 4 | 0 | 2 | 9 |
| CO Emissions (g) | 776 | 1059 | 17 | 1086 | 2938 |
| NOx Emissions (g) | 9 | 11 | 0 | 6 | 25 |
| Vehicles Entered | 526 | 570 | 23 | 272 | 1391 |
| Vehicles Exited | 529 | 571 | 23 | 269 | 1392 |
| Hourly Exit Rate | 529 | 571 | 23 | 269 | 1392 |
| Input Volume | 537 | 578 | 20 | 353 | 1488 |
| % of Volume | 99 | 99 | 115 | 76 | 94 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 53 | 53 |

APPENDIX D

Average Daily Traffic (ADT) of the Study Area Roadways May 23–26, 2011

Mass Ave. at Appleton Street/Appleton Place, Arlington

Mass Highway Department
WEEKLY SUMMARY FOR LANE 1
Starting: 5/23/2011

Page: 2

STA. 1EB

Site Reference: 110250000855
Site ID: 000000000103
Location: MASS AVE. WEST OF APPLETON ST.
Direction: EAST

File: 103.prn
City: ARLINGTON
County: VOL E.B.

| TIME | MON 23 | TUE 24 | WED 25 | THU 26 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|-----------|-----------|-----------|-----------|-----|--------------|-----|-------|-------------|-------|
| 01:00 | 30 | 23 | 29 | 31 | | 28 | | 28 | 113 | |
| 02:00 | 19 | 7 | 12 | 20 | | 14 | | 14 | 58 | |
| 03:00 | 8 | 6 | 11 | 15 | | 10 | | 10 | 40 | |
| 04:00 | 10 | 9 | 14 | 9 | | 10 | | 10 | 42 | |
| 05:00 | 25 | 35 | 28 | 30 | | 29 | | 29 | 118 | |
| 06:00 | 63 | 51 | 63 | 81 | | 64 | | 64 | 258 | |
| 07:00 | 174 | 190 | 190 | 211 | | 191 | | 191 | 765 | |
| 08:00 | 400 | 415 | 423 | 416 | | 413 | | 413 | 1654 | |
| 09:00 | 425 | 432 | 403 | 448 | | 427 | | 427 | 1708 | |
| 10:00 | 421 | 574 | 438 | 417 | | 462 | | 462 | 1850 | |
| 11:00 | 444 | 652 | 429 | | | 508 | | 508 | 1525 | |
| 12:00 | 503 | 611 | 472 | | | 528 | | 528 | 1586 | |
| 13:00 | 345 | 650 | 508 | | | 501 | | 501 | 1503 | |
| 14:00 | 495 | 577 | 518 | | | 530 | | 530 | 1590 | |
| 15:00 | 490 | 683 | 425 | | | 532 | | 532 | 1598 | |
| 16:00 | 489 | 682 | 504 | | | 558 | | 558 | 1675 | |
| 17:00 | 472 | 512 | 516 | | | 500 | | 500 | 1500 | |
| 18:00 | 515 | 527 | 525 | | | 522 | | 522 | 1567 | |
| 19:00 | 493 | 495 | 522 | | | 503 | | 503 | 1510 | |
| 20:00 | 357 | 392 | 412 | | | 387 | | 387 | 1161 | |
| 21:00 | 236 | 286 | 315 | | | 279 | | 279 | 837 | |
| 22:00 | 196 | 218 | 213 | | | 209 | | 209 | 627 | |
| 23:00 | 122 | 99 | 120 | | | 113 | | 113 | 341 | |
| 24:00 | 61 | 48 | 62 | | | 57 | | 57 | 171 | |
| ----- | | | | | | | | | | |
| TOTALS | 6793 | 8174 | 7152 | 1678 | 0 | 7375 | 0 | 0 | 7375 | 23797 |
| ----- | | | | | | | | | | |
| % AVG WKDY | 92.1 | 110.8 | 96.9 | 22.7 | | | | | | |
| % AVG WEEK | 92.1 | 110.8 | 96.9 | 22.7 | | | | | | |
| ----- | | | | | | | | | | |
| AM Times | 12:00 | 11:00 | 12:00 | 09:00 | | 12:00 | | 12:00 | | |
| AM Peaks | 503 | 652 | 472 | 448 | | 528 | | 528 | | |
| ----- | | | | | | | | | | |
| PM Times | 18:00 | 15:00 | 18:00 | | | 16:00 | | 16:00 | | |
| PM Peaks | 515 | 683 | 525 | | | 558 | | 558 | | |

u3

EB 7375

WB 6443

13818

.91(.98)

12,300

Mass Highway Department
WEEKLY SUMMARY FOR LANE 1
Starting: 5/23/2011

Page: 2

Site Reference: 110250000579
Site ID: 000000000104
Location: MASS AVE. WEST OF APPLETON ST.
Direction: WEST

File: 104.prn
City: ARLINGTON
County: VOL W.B.

| TIME | MON 23 | TUE 24 | WED 25 | THU 26 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | 30 | 24 | 27 | 30 | | 27 | | | 27 | 111 |
| 02:00 | 14 | 9 | 9 | 16 | | 12 | | | 12 | 48 |
| 03:00 | 20 | 16 | 19 | 19 | | 18 | | | 18 | 74 |
| 04:00 | 9 | 10 | 7 | 12 | | 9 | | | 9 | 38 |
| 05:00 | 26 | 42 | 33 | 24 | | 31 | | | 31 | 125 |
| 06:00 | 74 | 72 | 71 | 78 | | 73 | | | 73 | 295 |
| 07:00 | 149 | 148 | 152 | 156 | | 151 | | | 151 | 605 |
| 08:00 | 379 | 373 | 383 | 398 | | 383 | | | 383 | 1533 |
| 09:00 | 495 | 499 | 487 | 493 | | 493 | | | 493 | 1974 |
| 10:00 | 379 | 348 | 437 | 402 | | 391 | | | 391 | 1566 |
| 11:00 | 393 | 375 | 421 | | | 396 | | | 396 | 1189 |
| 12:00 | 383 | 399 | 421 | | | 401 | | | 401 | 1203 |
| 13:00 | 431 | 470 | 461 | | | 454 | | | 454 | 1362 |
| 14:00 | 439 | 409 | 430 | | | 426 | | | 426 | 1278 |
| 15:00 | 427 | 478 | 411 | | | 438 | | | 438 | 1316 |
| 16:00 | 474 | 448 | 463 | | | 461 | | | 461 | 1385 |
| 17:00 | 425 | 435 | 413 | | | 424 | | | 424 | 1273 |
| 18:00 | 516 | 501 | 521 | | | 512 | | | 512 | 1538 |
| 19:00 | 396 | 420 | 402 | | | 406 | | | 406 | 1218 |
| 20:00 | 310 | 354 | 379 | | | 347 | | | 347 | 1043 |
| 21:00 | 209 | 305 | 298 | | | 270 | | | 270 | 812 |
| 22:00 | 148 | 177 | 164 | | | 163 | | | 163 | 489 |
| 23:00 | 99 | 103 | 121 | | | 107 | | | 107 | 323 |
| 24:00 | 44 | 46 | 62 | | | 50 | | | 50 | 152 |
| TOTALS | 6269 | 6461 | 6592 | 1628 | 0 | 6443 | 0 | 0 | 6443 | 20950 |
| % AVG WKDY | 97.2 | 100.2 | 102.3 | 25.2 | | | | | | |
| % AVG WEEK | 97.2 | 100.2 | 102.3 | 25.2 | | | | | | |
| AM Times | 09:00 | 09:00 | 09:00 | 09:00 | | 09:00 | | | 09:00 | |
| AM Peaks | 495 | 499 | 487 | 493 | | 493 | | | 493 | |
| PM Times | 18:00 | 18:00 | 18:00 | | | 18:00 | | | 18:00 | |
| PM Peaks | 516 | 501 | 521 | | | 512 | | | 512 | |

Mass Highway Department
WEEKLY SUMMARY FOR LANE 1
Starting: 9/12/2011

Page: 1

STA. 2 EB

Site Reference: 110250000408

Site ID: 000000020304

Location: MASS AVE. E. OF APPLETON PLACE

Direction: EAST

File: 20304.prn

City: ARLINGTON

County: DIR VOL E&W

| TIME | MON 12 | TUE 13 | WED 14 | THU 15 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | | 35 | 28 | 29 | | 30 | | | 30 | 92 |
| 02:00 | | 10 | 13 | 12 | | 11 | | | 11 | 35 |
| 03:00 | | 6 | 11 | 9 | | 8 | | | 8 | 26 |
| 04:00 | | 15 | 13 | 17 | | 15 | | | 15 | 45 |
| 05:00 | | 26 | 33 | 34 | | 31 | | | 31 | 93 |
| 06:00 | | 65 | 66 | 73 | | 68 | | | 68 | 204 |
| 07:00 | | 237 | 234 | 231 | | 234 | | | 234 | 702 |
| 08:00 | | 526 | 500 | 566 | | 530 | | | 530 | 1592 |
| 09:00 | | 582 | 562 | 594 | | 579 | | | 579 | 1738 |
| 10:00 | | 529 | 535 | 537 | | 533 | | | 533 | 1601 |
| 11:00 | | 485 | 508 | | | 496 | | | 496 | 993 |
| 12:00 | 560 | 507 | 578 | | | 548 | | | 548 | 1645 |
| 13:00 | 559 | 614 | 570 | | | 581 | | | 581 | 1743 |
| 14:00 | 549 | 559 | 595 | | | 567 | | | 567 | 1703 |
| 15:00 | 618 | 623 | 606 | | | 615 | | | 615 | 1847 |
| 16:00 | 629 | 657 | 627 | | | 637 | | | 637 | 1913 |
| 17:00 | 718 | 709 | 752 | | | 726 | | | 726 | 2179 |
| 18:00 | 988 | 993 | 964 | | | 981 | | | 981 | 2945 |
| 19:00 | 764 | 823 | 840 | | | 809 | | | 809 | 2427 |
| 20:00 | 445 | 511 | 510 | | | 488 | | | 488 | 1466 |
| 21:00 | 263 | 322 | 361 | | | 315 | | | 315 | 946 |
| 22:00 | 199 | 227 | 215 | | | 213 | | | 213 | 641 |
| 23:00 | 117 | 105 | 120 | | | 114 | | | 114 | 342 |
| 24:00 | 60 | 85 | 62 | | | 69 | | | 69 | 207 |
| TOTALS | 6469 | 9251 | 9303 | 2102 | 0 | 9198 | 0 | 0 | 9198 | 27125 |
| % AVG WKDY | 70.3 | 100.5 | 101.1 | 22.8 | | | | | | |
| % AVG WEEK | 70.3 | 100.5 | 101.1 | 22.8 | | | | | | |
| AM Times | 12:00 | 09:00 | 12:00 | 09:00 | | 09:00 | | | 09:00 | |
| AM Peaks | 560 | 582 | 578 | 594 | | 579 | | | 579 | |
| PM Times | 18:00 | 18:00 | 18:00 | | | 18:00 | | | 18:00 | |
| PM Peaks | 988 | 993 | 964 | | | 981 | | | 981 | |

U3 EB 9198
WB 7932
COMB AWD 17130
FAC .93(.98)
COMB ADT 15,600

Mass Highway Department
WEEKLY SUMMARY FOR LANE 2
Starting: 9/12/2011

Page: 2

STA. 2 WB

Site Reference: 110250000408
Site ID: 000000020304
Location: MASS AVE. E. OF APPLETON PLACE
Direction: WEST

File: 20304.prn
City: ARLINGTON
County: DIR VOL E&W

| TIME | MON 12 | TUE 13 | WED 14 | THU 15 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | | 21 | 33 | 27 | | 27 | | | 27 | 81 |
| 02:00 | | 13 | 23 | 16 | | 17 | | | 17 | 52 |
| 03:00 | | 13 | 20 | 16 | | 16 | | | 16 | 49 |
| 04:00 | | 9 | 10 | 12 | | 10 | | | 10 | 31 |
| 05:00 | | 33 | 36 | 27 | | 32 | | | 32 | 96 |
| 06:00 | | 79 | 95 | 90 | | 88 | | | 88 | 264 |
| 07:00 | | 257 | 236 | 235 | | 242 | | | 242 | 728 |
| 08:00 | | 688 | 628 | 671 | | 662 | | | 662 | 1987 |
| 09:00 | | 778 | 727 | 743 | | 749 | | | 749 | 2248 |
| 10:00 | | 496 | 514 | 529 | | 513 | | | 513 | 1539 |
| 11:00 | | 475 | 481 | | | 478 | | | 478 | 956 |
| 12:00 | 465 | 530 | 493 | | | 496 | | | 496 | 1488 |
| 13:00 | 504 | 524 | 472 | | | 500 | | | 500 | 1500 |
| 14:00 | 485 | 505 | 473 | | | 487 | | | 487 | 1463 |
| 15:00 | 514 | 566 | 495 | | | 525 | | | 525 | 1575 |
| 16:00 | 508 | 566 | 509 | | | 527 | | | 527 | 1583 |
| 17:00 | 515 | 471 | 491 | | | 492 | | | 492 | 1477 |
| 18:00 | 556 | 507 | 559 | | | 540 | | | 540 | 1622 |
| 19:00 | 473 | 499 | 513 | | | 495 | | | 495 | 1485 |
| 20:00 | 421 | 400 | 420 | | | 413 | | | 413 | 1241 |
| 21:00 | 256 | 268 | 310 | | | 278 | | | 278 | 834 |
| 22:00 | 147 | 217 | 183 | | | 182 | | | 182 | 547 |
| 23:00 | 108 | 100 | 118 | | | 108 | | | 108 | 326 |
| 24:00 | 49 | 60 | 56 | | | 55 | | | 55 | 165 |
| ----- | | | | | | | | | | |
| TOTALS | 5001 | 8075 | 7895 | 2366 | 0 | 7932 | 0 | 0 | 7932 | 23337 |
| ----- | | | | | | | | | | |
| % AVG WKDY | 63 | 101.8 | 99.5 | 29.8 | | | | | | |
| % AVG WEEK | 63 | 101.8 | 99.5 | 29.8 | | | | | | |
| ----- | | | | | | | | | | |
| AM Times | 12:00 | 09:00 | 09:00 | 09:00 | | 09:00 | | | 09:00 | |
| AM Peaks | 465 | 778 | 727 | 743 | | 749 | | | 749 | |
| ----- | | | | | | | | | | |
| PM Times | 18:00 | 15:00 | 18:00 | | | 18:00 | | | 18:00 | |
| PM Peaks | 556 | 566 | 559 | | | 540 | | | 540 | |

Mass Highway Department
WEEKLY SUMMARY FOR LANE 1
Starting: 5/23/2011

Page: 3

STA. 3 EB

Site Reference: 110250000511
Site ID: 000000030304
Location: APPLETON ST. WEST OF MASS AVE.
Direction: EAST

File: 30304.prn
City: ARLINGTON
County: DIR VOL E&W

| TIME | MON 23 | TUE 24 | WED 25 | THU 26 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | 10 | 16 | 16 | 11 | | 13 | | | 13 | 53 |
| 02:00 | 7 | 1 | 10 | 2 | | 5 | | | 5 | 20 |
| 03:00 | 6 | 2 | 3 | 3 | | 3 | | | 3 | 14 |
| 04:00 | 2 | 2 | 2 | 2 | | 2 | | | 2 | 8 |
| 05:00 | 2 | 5 | 4 | 7 | | 4 | | | 4 | 18 |
| 06:00 | 16 | 12 | 11 | 10 | | 12 | | | 12 | 49 |
| 07:00 | 41 | 53 | 58 | 45 | | 49 | | | 49 | 197 |
| 08:00 | 111 | 122 | 82 | 125 | | 110 | | | 110 | 440 |
| 09:00 | 132 | 141 | 143 | 152 | | 142 | | | 142 | 568 |
| 10:00 | 98 | 130 | 105 | 119 | | 113 | | | 113 | 452 |
| 11:00 | 89 | 101 | 98 | | | 96 | | | 96 | 288 |
| 12:00 | 92 | 99 | 107 | | | 99 | | | 99 | 298 |
| 13:00 | 106 | 125 | 132 | | | 121 | | | 121 | 363 |
| 14:00 | 114 | 110 | 114 | | | 112 | | | 112 | 338 |
| 15:00 | 134 | 153 | 128 | | | 138 | | | 138 | 415 |
| 16:00 | 170 | 172 | 191 | | | 177 | | | 177 | 533 |
| 17:00 | 223 | 245 | 214 | | | 227 | | | 227 | 682 |
| 18:00 | 341 | 372 | 399 | | | 370 | | | 370 | 1112 |
| 19:00 | 234 | 267 | 330 | | | 277 | | | 277 | 831 |
| 20:00 | 123 | 156 | 141 | | | 140 | | | 140 | 420 |
| 21:00 | 89 | 77 | 81 | | | 82 | | | 82 | 247 |
| 22:00 | 41 | 79 | 65 | | | 61 | | | 61 | 185 |
| 23:00 | 30 | 34 | 33 | | | 32 | | | 32 | 97 |
| 24:00 | 21 | 24 | 34 | | | 26 | | | 26 | 79 |
| TOTALS | 2232 | 2498 | 2501 | 476 | 0 | 2411 | 0 | 0 | 2411 | 7707 |
| % AVG WKDY | 92.5 | 103.6 | 103.7 | 19.7 | | | | | | |
| % AVG WEEK | 92.5 | 103.6 | 103.7 | 19.7 | | | | | | |
| AM Times | 09:00 | 09:00 | 09:00 | 09:00 | | 09:00 | | | 09:00 | |
| AM Peaks | 132 | 141 | 143 | 152 | | 142 | | | 142 | |
| PM Times | 18:00 | 18:00 | 18:00 | | | 18:00 | | | 18:00 | |
| PM Peaks | 341 | 372 | 399 | | | 370 | | | 370 | |

ub

EB 2411

WB 2158

COMB AWD 4569

FAC .91 (.99)

COMB ADT 4,100

Mass Highway Department
WEEKLY SUMMARY FOR LANE 2
Starting: 5/23/2011

Page: 4

STA. 3 WB

Site Reference: 110250000511

Site ID: 000000030304

Location: APPLETON ST. WEST OF MASS AVE.

Direction: WEST

File: 30304.prn

City: ARLINGTON

County: DIR VOL E&W

| TIME | MON 23 | TUE 24 | WED 25 | THU 26 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | 5 | 8 | 11 | 5 | | 7 | | | 7 | 29 |
| 02:00 | 2 | 4 | 4 | 3 | | 3 | | | 3 | 13 |
| 03:00 | 2 | 2 | 2 | 1 | | 1 | | | 1 | 7 |
| 04:00 | 2 | 1 | 2 | 2 | | 1 | | | 1 | 7 |
| 05:00 | 5 | 2 | 3 | 4 | | 3 | | | 3 | 14 |
| 06:00 | 17 | 15 | 12 | 21 | | 16 | | | 16 | 65 |
| 07:00 | 53 | 69 | 82 | 71 | | 68 | | | 68 | 275 |
| 08:00 | 274 | 275 | 273 | 285 | | 276 | | | 276 | 1107 |
| 09:00 | 250 | 272 | 255 | 263 | | 260 | | | 260 | 1040 |
| 10:00 | 142 | 165 | 151 | 147 | | 151 | | | 151 | 605 |
| 11:00 | 106 | 125 | 83 | | | 104 | | | 104 | 314 |
| 12:00 | 118 | 138 | 110 | | | 122 | | | 122 | 366 |
| 13:00 | 91 | 104 | 98 | | | 97 | | | 97 | 293 |
| 14:00 | 113 | 110 | 122 | | | 115 | | | 115 | 345 |
| 15:00 | 135 | 141 | 154 | | | 143 | | | 143 | 430 |
| 16:00 | 130 | 114 | 120 | | | 121 | | | 121 | 364 |
| 17:00 | 118 | 102 | 125 | | | 115 | | | 115 | 345 |
| 18:00 | 164 | 149 | 153 | | | 155 | | | 155 | 466 |
| 19:00 | 127 | 119 | 107 | | | 117 | | | 117 | 353 |
| 20:00 | 105 | 127 | 103 | | | 111 | | | 111 | 335 |
| 21:00 | 60 | 66 | 78 | | | 68 | | | 68 | 204 |
| 22:00 | 47 | 69 | 49 | | | 55 | | | 55 | 165 |
| 23:00 | 25 | 36 | 42 | | | 34 | | | 34 | 103 |
| 24:00 | 17 | 15 | 15 | | | 15 | | | 15 | 47 |
| TOTALS | 2108 | 2228 | 2154 | 802 | 0 | 2158 | 0 | 0 | 2158 | 7292 |
| % AVG WKDY | 97.6 | 103.2 | 99.8 | 37.1 | | | | | | |
| % AVG WEEK | 97.6 | 103.2 | 99.8 | 37.1 | | | | | | |
| AM Times | 08:00 | 08:00 | 08:00 | 08:00 | | 08:00 | | | 08:00 | |
| AM Peaks | 274 | 275 | 273 | 285 | | 276 | | | 276 | |
| PM Times | 18:00 | 18:00 | 15:00 | | | 18:00 | | | 18:00 | |
| PM Peaks | 164 | 149 | 154 | | | 155 | | | 155 | |

Mass Highway Department
WEEKLY SUMMARY FOR LANE 1
Starting: 5/23/2011

Page: 3

STA. 4 NB

Site Reference: 110250000658
Site ID: 000000040102
Location: APPLETON PL. SOUTH OF MASS AVE.
Direction: NORTH

File: 40102.prn
City: ARLINGTON
County: DIR VOL N&S

| TIME | MON 23 | TUE 24 | WED 25 | THU 26 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|-----------|-----------|-----------|-----------|-----|--------------|-----|-------|-------------|-------|
| 01:00 | 1 | 1 | 1 | 1 | | 1 | | 1 | | 4 |
| 02:00 | 1 | 0 | 0 | 0 | | 0 | | 0 | | 1 |
| 03:00 | 0 | 0 | 0 | 1 | | 0 | | 0 | | 1 |
| 04:00 | 0 | 0 | 1 | 0 | | 0 | | 0 | | 1 |
| 05:00 | 0 | 0 | 0 | 0 | | 0 | | 0 | | 0 |
| 06:00 | 0 | 2 | 0 | 1 | | 0 | | 0 | | 3 |
| 07:00 | 1 | 3 | 5 | 5 | | 3 | | 3 | | 14 |
| 08:00 | 29 | 27 | 18 | 29 | | 25 | | 25 | | 103 |
| 09:00 | 29 | 15 | 20 | 23 | | 21 | | 21 | | 87 |
| 10:00 | 23 | 28 | 18 | 34 | | 25 | | 25 | | 103 |
| 11:00 | 8 | 47 | 23 | 7 | | 21 | | 21 | | 85 |
| 12:00 | 18 | 27 | 25 | | | 23 | | 23 | | 70 |
| 13:00 | 17 | 16 | 15 | | | 16 | | 16 | | 48 |
| 14:00 | 23 | 28 | 26 | | | 25 | | 25 | | 77 |
| 15:00 | 37 | 18 | 24 | | | 26 | | 26 | | 79 |
| 16:00 | 17 | 30 | 29 | | | 25 | | 25 | | 76 |
| 17:00 | 28 | 33 | 31 | | | 30 | | 30 | | 92 |
| 18:00 | 25 | 26 | 35 | | | 28 | | 28 | | 86 |
| 19:00 | 25 | 44 | 34 | | | 34 | | 34 | | 103 |
| 20:00 | 24 | 21 | 23 | | | 22 | | 22 | | 68 |
| 21:00 | 16 | 16 | 16 | | | 16 | | 16 | | 48 |
| 22:00 | 8 | 10 | 16 | | | 11 | | 11 | | 34 |
| 23:00 | 9 | 1 | 2 | | | 4 | | 4 | | 12 |
| 24:00 | 2 | 3 | 1 | | | 2 | | 2 | | 6 |
| <hr/> | | | | | | | | | | |
| TOTALS | 341 | 396 | 363 | 101 | 0 | 358 | 0 | 0 | 358 | 1201 |
| <hr/> | | | | | | | | | | |
| % AVG WKDY | 95.2 | 110.6 | 101.3 | 28.2 | | | | | | |
| % AVG WEEK | 95.2 | 110.6 | 101.3 | 28.2 | | | | | | |
| <hr/> | | | | | | | | | | |
| AM Times | 08:00 | 11:00 | 12:00 | 10:00 | | 08:00 | | 08:00 | | |
| AM Peaks | 29 | 47 | 25 | 34 | | 25 | | 25 | | |
| <hr/> | | | | | | | | | | |
| PM Times | 15:00 | 19:00 | 18:00 | | | 19:00 | | 19:00 | | |
| PM Peaks | 37 | 44 | 35 | | | 34 | | 34 | | |

UO
NB 358
SB 376

Comb AWD 734
FAC .91 (.99)
Comb ADT 660

Mass Highway Department
WEEKLY SUMMARY FOR LANE 2
Starting: 5/23/2011

Page: 4

STA. 4 SB

Site Reference: 110250000658
Site ID: 000000040102
Location: APPLETON PL. SOUTH OF MASS AVE.
Direction: SOUTH

File: 40102.prn
City: ARLINGTON
County: DIR VOL N&S

| TIME | MON 23 | TUE 24 | WED 25 | THU 26 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | 0 | 1 | 0 | 0 | | 0 | | | 0 | 1 |
| 02:00 | 0 | 1 | 1 | 2 | | 1 | | | 1 | 4 |
| 03:00 | 0 | 0 | 0 | 0 | | 0 | | | 0 | 0 |
| 04:00 | 0 | 0 | 1 | 0 | | 0 | | | 0 | 1 |
| 05:00 | 0 | 0 | 0 | 0 | | 0 | | | 0 | 0 |
| 06:00 | 1 | 1 | 1 | 1 | | 1 | | | 1 | 4 |
| 07:00 | 6 | 4 | 2 | 10 | | 5 | | | 5 | 22 |
| 08:00 | 74 | 50 | 50 | 60 | | 58 | | | 58 | 234 |
| 09:00 | 42 | 31 | 38 | 39 | | 37 | | | 37 | 150 |
| 10:00 | 24 | 25 | 24 | 22 | | 23 | | | 23 | 95 |
| 11:00 | 15 | 16 | 17 | 4 | | 13 | | | 13 | 52 |
| 12:00 | 26 | 56 | 9 | | | 30 | | | 30 | 91 |
| 13:00 | 25 | 24 | 25 | | | 24 | | | 24 | 74 |
| 14:00 | 16 | 19 | 18 | | | 17 | | | 17 | 53 |
| 15:00 | 37 | 31 | 27 | | | 31 | | | 31 | 95 |
| 16:00 | 27 | 31 | 33 | | | 30 | | | 30 | 91 |
| 17:00 | 19 | 18 | 18 | | | 18 | | | 18 | 55 |
| 18:00 | 31 | 21 | 25 | | | 25 | | | 25 | 77 |
| 19:00 | 17 | 21 | 25 | | | 21 | | | 21 | 63 |
| 20:00 | 17 | 15 | 20 | | | 17 | | | 17 | 52 |
| 21:00 | 8 | 10 | 15 | | | 11 | | | 11 | 33 |
| 22:00 | 7 | 15 | 4 | | | 8 | | | 8 | 26 |
| 23:00 | 11 | 5 | 2 | | | 6 | | | 6 | 18 |
| 24:00 | 0 | 0 | 1 | | | 0 | | | 0 | 1 |
| TOTALS | 403 | 395 | 356 | 138 | 0 | 376 | 0 | 0 | 376 | 1292 |
| % AVG WKDY | 107.1 | 105 | 94.6 | 36.7 | | | | | | |
| % AVG WEEK | 107.1 | 105 | 94.6 | 36.7 | | | | | | |
| AM Times | 08:00 | 12:00 | 08:00 | 08:00 | | 08:00 | | | 08:00 | |
| AM Peaks | 74 | 56 | 50 | 60 | | 58 | | | 58 | |
| PM Times | 15:00 | 15:00 | 16:00 | | | 15:00 | | | 15:00 | |
| PM Peaks | 37 | 31 | 33 | | | 31 | | | 31 | |

APPENDIX E

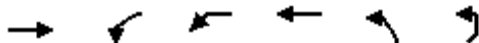
AM/PM Peak-Hour Intersection Capacity Analysis

Traffic Signal Alternative under the existing Traffic conditions

Mass Ave. at Appleton Street/Appleton Place, Arlington

Intersection Capacity Analysis Mass Ave at Appleton St

12/15/2011



| Lane Group | EBT | WBL2 | WBL | WBT | NBL | NEL | ø13 |
|-------------------------|-------|-------|-------|-------|------|-------|------|
| Lane Configurations | ↶ | | ↶ | ↶ | ↶ | ↶ | |
| Volume (vph) | 375 | 10 | 284 | 424 | 21 | 16 | |
| Lane Group Flow (vph) | 460 | 0 | 303 | 437 | 68 | 148 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 4 | | | 8 | 2 | 6 | 13 |
| Permitted Phases | | 8 | 8 | | | | |
| Detector Phase | 4 | 8 | 8 | 8 | 2 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 3.0 | 3.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 7.0 | 10.0 | 25.0 |
| Total Split (s) | 63.0 | 63.0 | 63.0 | 63.0 | 9.0 | 23.0 | 25.0 |
| Total Split (%) | 52.5% | 52.5% | 52.5% | 52.5% | 7.5% | 19.2% | 21% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | None | None |
| Act Effect Green (s) | 59.5 | | 59.5 | 59.5 | 5.0 | 18.6 | |
| Actuated g/C Ratio | 0.60 | | 0.60 | 0.60 | 0.05 | 0.19 | |
| v/c Ratio | 0.43 | | 0.69 | 0.40 | 0.80 | 0.77 | |
| Control Delay | 13.2 | | 26.1 | 12.9 | 95.3 | 65.5 | |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 13.2 | | 26.1 | 12.9 | 95.3 | 65.5 | |
| LOS | B | | C | B | F | E | |
| Approach Delay | 13.2 | | | 18.3 | 95.3 | 65.5 | |
| Approach LOS | B | | | B | F | E | |
| Queue Length 50th (ft) | 128 | | 109 | 120 | 35 | 83 | |
| Queue Length 95th (ft) | 305 | | #356 | 286 | #136 | #231 | |
| Internal Link Dist (ft) | 904 | | | 683 | 469 | 614 | |
| Turn Bay Length (ft) | | | 25 | | | | |
| Base Capacity (vph) | 1080 | | 440 | 1099 | 85 | 198 | |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.43 | | 0.69 | 0.40 | 0.80 | 0.75 | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 98.6

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 25.3

Intersection LOS: C

Intersection Capacity Utilization 78.3%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection Capacity Analysis Mass Ave at Appleton St

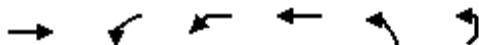
12/15/2011

Splits and Phases: 4: Int

| | | | |
|--|--|--|---|
|  ø2 |  ø6 |  ø4 | |
| 9 s | 23 s | 63 s | |
| | |  ø8 |  ø13 |
| | | 63 s | 25 s |

Intersection Capacity Analysis Mass Ave at Appleton St

12/15/2011



| Lane Group | EBT | WBL2 | WBL | WBT | NBL | NEL | ø13 |
|-------------------------|-------|-------|-------|-------|------|-------|------|
| Lane Configurations | | | | | | | |
| Volume (vph) | 500 | 6 | 124 | 448 | 4 | 15 | |
| Lane Group Flow (vph) | 577 | 0 | 143 | 492 | 22 | 393 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 4 | | | 8 | 2 | 6 | 13 |
| Permitted Phases | | 8 | 8 | | | | |
| Detector Phase | 4 | 8 | 8 | 8 | 2 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 1.0 | 3.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 6.0 | 10.0 | 25.0 |
| Total Split (s) | 56.0 | 56.0 | 56.0 | 56.0 | 7.0 | 32.0 | 25.0 |
| Total Split (%) | 46.7% | 46.7% | 46.7% | 46.7% | 5.8% | 26.7% | 21% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | None | None |
| Act Effect Green (s) | 42.5 | | 42.5 | 42.5 | 3.1 | 29.4 | |
| Actuated g/C Ratio | 0.50 | | 0.50 | 0.50 | 0.04 | 0.34 | |
| v/c Ratio | 0.63 | | 0.64 | 0.54 | 0.32 | 0.75 | |
| Control Delay | 20.6 | | 34.1 | 18.5 | 49.0 | 40.2 | |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 20.6 | | 34.1 | 18.5 | 49.0 | 40.2 | |
| LOS | C | | C | B | D | D | |
| Approach Delay | 20.6 | | | 22.0 | 49.0 | 40.2 | |
| Approach LOS | C | | | C | D | D | |
| Queue Length 50th (ft) | 175 | | 44 | 140 | 7 | 186 | |
| Queue Length 95th (ft) | 466 | | #196 | 377 | #45 | #514 | |
| Internal Link Dist (ft) | 904 | | | 683 | 469 | 614 | |
| Turn Bay Length (ft) | | | 25 | | | | |
| Base Capacity (vph) | 1173 | | 285 | 1165 | 68 | 526 | |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.49 | | 0.50 | 0.42 | 0.32 | 0.75 | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 85.6

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 26.3

Intersection LOS: C

Intersection Capacity Utilization 77.6%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection Capacity Analysis Mass Ave at Appleton St

12/15/2011

Splits and Phases: 7: Int



APPENDIX F

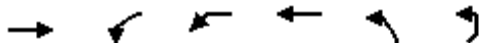
AM/PM Peak-Hour Intersection Capacity Analysis

Traffic Signal Alternative under 2020 Traffic conditions

Mass Ave. at Appleton Street/Appleton Place, Arlington

Intersection Capacity Analysis Mass Ave at Appleton St

12/15/2011



| Lane Group | EBT | WBL2 | WBL | WBT | NBL | NEL | ø13 |
|-------------------------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | |
| Volume (vph) | 375 | 10 | 284 | 424 | 21 | 16 | |
| Lane Group Flow (vph) | 463 | 0 | 329 | 475 | 69 | 149 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 4 | | | 8 | 2 | 6 | 13 |
| Permitted Phases | | 8 | 8 | | | | |
| Detector Phase | 4 | 8 | 8 | 8 | 2 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 3.0 | 3.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 7.0 | 10.0 | 25.0 |
| Total Split (s) | 63.0 | 63.0 | 63.0 | 63.0 | 9.0 | 23.0 | 25.0 |
| Total Split (%) | 52.5% | 52.5% | 52.5% | 52.5% | 7.5% | 19.2% | 21% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | None | None |
| Act Effect Green (s) | 62.2 | | 62.2 | 62.2 | 5.0 | 18.7 | |
| Actuated g/C Ratio | 0.61 | | 0.61 | 0.61 | 0.05 | 0.18 | |
| v/c Ratio | 0.43 | | 0.74 | 0.43 | 0.82 | 0.79 | |
| Control Delay | 13.1 | | 28.5 | 13.2 | 101.0 | 68.9 | |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 13.1 | | 28.5 | 13.2 | 101.0 | 68.9 | |
| LOS | B | | C | B | F | E | |
| Approach Delay | 13.1 | | | 19.5 | 101.0 | 68.9 | |
| Approach LOS | B | | | B | F | E | |
| Queue Length 50th (ft) | 129 | | 125 | 134 | 35 | 84 | |
| Queue Length 95th (ft) | 309 | | #400 | 318 | #138 | #233 | |
| Internal Link Dist (ft) | 904 | | | 683 | 469 | 614 | |
| Turn Bay Length (ft) | | | 25 | | | | |
| Base Capacity (vph) | 1089 | | 446 | 1109 | 84 | 192 | |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.43 | | 0.74 | 0.43 | 0.82 | 0.78 | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 101.5

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 26.2

Intersection LOS: C

Intersection Capacity Utilization 79.7%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection Capacity Analysis Mass Ave at Appleton St

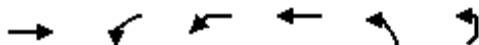
12/15/2011

Splits and Phases: 4: Int

| | | | |
|--|--|--|---|
|  ø2 |  ø6 |  ø4 | |
| 9 s | 23 s | 63 s | |
| | |  ø8 |  ø13 |
| | | 63 s | 25 s |

Intersection Capacity Analysis Mass Ave at Appleton St

12/15/2011



| Lane Group | EBT | WBL2 | WBL | WBT | NBL | NEL | ø13 |
|-------------------------|-------|-------|-------|-------|------|-------|------|
| Lane Configurations | ↻ | | ↻ | ↻ | ↻ | ↻ | |
| Volume (vph) | 500 | 6 | 124 | 448 | 4 | 15 | |
| Lane Group Flow (vph) | 602 | 0 | 146 | 502 | 22 | 396 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 4 | | | 8 | 2 | 6 | 13 |
| Permitted Phases | | 8 | 8 | | | | |
| Detector Phase | 4 | 8 | 8 | 8 | 2 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 1.0 | 3.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 6.0 | 10.0 | 25.0 |
| Total Split (s) | 56.0 | 56.0 | 56.0 | 56.0 | 7.0 | 32.0 | 25.0 |
| Total Split (%) | 46.7% | 46.7% | 46.7% | 46.7% | 5.8% | 26.7% | 21% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | None | None |
| Act Effect Green (s) | 52.7 | | 52.7 | 52.7 | 3.0 | 28.3 | |
| Actuated g/C Ratio | 0.56 | | 0.56 | 0.56 | 0.03 | 0.30 | |
| v/c Ratio | 0.59 | | 0.54 | 0.50 | 0.37 | 0.87 | |
| Control Delay | 19.0 | | 26.3 | 17.1 | 53.0 | 53.5 | |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 19.0 | | 26.3 | 17.1 | 53.0 | 53.5 | |
| LOS | B | | C | B | D | D | |
| Approach Delay | 19.0 | | | 19.1 | 53.0 | 53.5 | |
| Approach LOS | B | | | B | D | D | |
| Queue Length 50th (ft) | 186 | | 43 | 145 | 7 | 200 | |
| Queue Length 95th (ft) | 495 | | #186 | 387 | #45 | #519 | |
| Internal Link Dist (ft) | 904 | | | 683 | 469 | 614 | |
| Turn Bay Length (ft) | | | 25 | | | | |
| Base Capacity (vph) | 1022 | | 271 | 1014 | 60 | 457 | |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.59 | | 0.54 | 0.50 | 0.37 | 0.87 | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 94.9

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 27.7

Intersection LOS: C

Intersection Capacity Utilization 79.3%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection Capacity Analysis Mass Ave at Appleton St

12/15/2011

Splits and Phases: 7: Int

| | | | |
|---|---|---|--|
|  |  |  | |
| 7 s | 32 s | 56 s | |
| |  |  | |
| | 56 s | 25 s | |

APPENDIX G

MassDOT Project Implementation Process

MassDOT Project Implementation Process

The following description of the implementation process is based on Chapter 2 of the MassDOT Highway Division's *Project Development and Design Guide (2005)*. The text below borrows heavily from that document.

1 NEEDS IDENTIFICATION

For each of the locations at which an improvement is to be implemented, the MassDOT Highway Division leads an effort to define the problem, establishes project goals and objectives, and defines the scope of the planning needed for implementation. To that end, it has to complete a Project Need Form (PNF), which states in general terms the deficiencies or needs related to the transportation facility or location. The PNF documents the problems and explains why corrective action is needed. For this study, the information defining the need for the project will be drawn primarily, perhaps exclusively, from the present report. Also, at this point in the process, the MassDOT Highway Division meets with potential participants, such as the Boston Region Metropolitan Planning Organization (MPO) and community members, to allow for an informal review of the project.

The PNF is reviewed by the MassDOT Highway Division district office whose jurisdiction includes the location of the proposed project. The MassDOT Highway Division also sends the PNF to the MPO, for informational purposes. The outcome of this step determines whether the project requires further planning, whether it is already well supported by prior planning studies, and, therefore, whether it is ready to move forward into the design phase, or whether it should be dismissed from further consideration.

2 PLANNING

This phase will likely not be required for the implementation of the improvements proposed in this planning study, as this planning report should constitute the outcome of this step. However, in general, the purpose of this implementation step is for the project proponent to identify issues, impacts, and approvals that may need to be obtained, so that the subsequent design and permitting processes are understood.

The level of planning needed will vary widely, based on the complexity of the project. Typical tasks include: define the existing context, confirm project need, establish goals and objectives, initiate public outreach, define the project, collect data, develop and analyze alternatives, make recommendations, and provide documentation. Likely outcomes include consensus on the project definition to enable it to move forward into environmental documentation (if needed) and design, or a recommendation to delay the project or dismiss it from further consideration.

3 PROJECT INITIATION

At this point in the process, the proponent, the MassDOT Highway Division, fills out, for each improvement, a Project Initiation Form (PIF), which is reviewed by its Project Review Committee (PRC) and the MPO. The PRC is composed of the Chief Engineer, each District Highway Director, and representatives of the Project Management, Environmental, Planning, Right-of-Way, Traffic, and Bridge departments, and the Capital Expenditure Program Office (CEPO). The PIF documents the project type and description, summarizes the project planning process, identifies likely funding and project management responsibility, and defines a plan for interagency and public participation. First the PRC reviews and evaluates the proposed project based on MassDOT's statewide priorities and criteria. If the result is positive, the MassDOT Highway Division moves the project forward to the design phase, and to programming review by the MPO. The PRC may provide a Project Management Plan to define roles and responsibilities for subsequent steps. The MPO review includes project evaluation based on the MPO's regional priorities and criteria. The MPO may assign a project evaluation criteria score, a Transportation Improvement Program (TIP) year, a tentative project category, and a tentative funding category.

4 ENVIRONMENTAL, DESIGN, AND RIGHT-OF-WAY PROCESS

This step has four distinct but closely integrated elements: public outreach, environmental documentation and permitting (if required), design, and right-of-way acquisition (if required). The outcome of this step is a fully designed and permitted project ready for construction. However, a project does not have to be fully designed in order for the MPO to program it in the TIP.

5 PROGRAMMING

Programming, which typically begins during the design phase, can actually occur at any time during the process, from planning to design. In this step, which is distinct from project initiation, where the MPO receives preliminary information on the proposed project, the proponent requests that the MPO place the project in the region's TIP. The MPO considers the project in terms of regional needs, evaluation criteria, and compliance with the Long-Range Transportation Plan and decides whether to place it in the draft TIP for public review and then in the final TIP.

6 PROCUREMENT

Following project design and programming, the MassDOT Highway Division publishes a request for proposals. It then reviews the bids and awards the contract to the qualified bidder with the lowest bid.

7 CONSTRUCTION

After a construction contract is awarded, the MassDOT Highway Division and the contractor develop a public participation plan and a management plan for the construction process.

8 PROJECT ASSESSMENT

The purpose of this step is to receive constituents' comments on the project development process and the project's design elements. The MassDOT Highway Division can apply what is learned in this process to future projects.

May 31, 2020

Re: Mass Ave. Appleton St. intersection safety measures

Dear Arlington Select Board member,

I am writing in support of immediate and long-term efforts to increase safety at the Mass Ave. Appleton intersection where cyclist Charlie Proctor tragically lost his life one month ago.

I am an 18 year Arlington Heights to Cambridge bicycle commuter. I have ridden through that intersection more than 3000 times and have had close calls involving cars turning left from Mass Ave onto Appleton and from cars coming down Appleton who don't come to a full stop. Cyclists are riding far to the right so the sight lines for seeing cyclists coming down the hill are terrible for motorists on all approaches to the intersection.

I fully support:

1. Immediately instituting the recommended short-term solutions proposed by Mr. Phil Goff that include extending and painting bike lanes on both East and Westbound Mass. Ave. and relocating/removing some Eastbound on-street parking.
2. Immediately approve new traffic studies and design plans for permanent intersection changes- As we've witnessed with the E. Arlington project this process can be lengthy so must be started now.
3. Dedicating a Memorial to Charlie Proctor on or near the site of the crash.

Other modifications I would support in the near future:

1. Place traffic calming measures for Westbound drivers turning left so turn becomes more of a right angle and less of a runway.
2. Make Appleton Pl. one way- downhill traffic only and no left turn onto Mass Ave.
3. Move the bus stop beyond the intersection, i.e. more East
4. Trim trees West of the current bus stop. These trees shade the bike lane and make it difficult for Westbound drivers to see cyclists on a sunny day.
5. Include wording on Eastbound bike lane approaching Appleton- SLOW or something to that effect

I implore the Select Board to act swiftly to institute immediate safety measures to prevent further cyclist or pedestrian incidents at this intersection.

Thanks for your attention to this important issue,

Linda Epstein

From: "Waldeck, Anna" <waldeck@g.harvard.edu>
To: "DDunn@town.arlington.ma.us" <DDunn@town.arlington.ma.us>, "DMahon@town.arlington.ma.us" <DMahon@town.arlington.ma.us>, "SDeCoursey@town.arlington.ma.us" <SDeCoursey@town.arlington.ma.us>
Cc: "ldiggins@gmail.com" <ldiggins@gmail.com>, "mkrepelka@town.arlington.ma.us" <mkrepelka@town.arlington.ma.us>, "townmanager@town.arlington.ma.us" <townmanager@town.arlington.ma.us>
Date: Sat, 30 May 2020 19:36:25 -0400
Subject: Arlington board meeting agenda - bike crash at Mass Ave. & Appleton

To the Arlington advisory board,

I am writing to ask that the recent bike crash at Appleton & Mass Ave. be added to the board meeting agenda on Monday.

It was very sad to hear the news about my friend Alison Piasecki and her partner Charlie Proctor. This event has shaken our community of friends, all of whom bike regularly on Mass Ave and through Arlington.

Modifying intersections to improve visibility and safety of cyclists would go a long way in preventing events like this, and making us feel safe. I hope that Arlington will choose to support a safe and sustainable bike culture for all of us.

Sincerely,
Anna Waldeck
Somerville Resident

From: Ariel Weinberg <arielw@gmail.com>

To: SDeCoursey@town.arlington.ma.us, DMahon@town.arlington.ma.us, JCurro@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us, mkrepelka@town.arlington.ma.us

Cc: townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com

Date: Mon, 1 Jun 2020 14:07:35 -0400

Subject: Appleton/Mass Ave intersectgion

Dear Select Board and candidates,

I'm an Arlington Heights resident who in normal times often commutes by bike and takes my children to school (Arlington Heights Nursery School and Dallin) by bike trailer. I go through the Appleton/Mass Ave intersection regularly and with fear for my life every time. I am horrified but not surprised that someone was recently killed there or that studies going back ten years have been done on this stretch of road with no results.

I see that there is already a letter related to this intersection on tonight's Select Board meeting minutes; please do give this issue serious thought and come up with a plan to reduce more unneeded accidents and deaths at this spot for pedestrians and cyclists, the most vulnerable users.

Thank you,

Ariel Weinberg
205 Spring Ave, Arlington

From: "Amanda M. Zangari" <amzangari@gmail.com>
To: SDeCourcey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us, mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com
Date: Mon, 1 Jun 2020 15:14:53 -0400
Subject: Cycling improvements on Mass Ave

Hi,

My name is Amanda Zangari. I currently live in Somerville, but my partner and I closed on a condo in East Arlington on Milton Street on May 18. We're going to move in at the end of the month, as soon as the lead paint in our place is abated.

Why did we decide that we had to buy a house in the middle of pandemic, paying tens of thousands over asking for the privilege? Because the house is near the Minuteman, so I can bike safely to Alewife, or nearly directly to my job at Lincoln Lab in Lexington, which is near the Minuteman.

Last February, I got hit by a car riding my bike to Alewife from my apartment in Somerville. The accident occurred on Highland Ave and Willow Ave in Somerville on February 20. I'm alive because of two things, 1. I was wearing a helmet and 2. because the driver came to a complete stop before turning left into me while I was going straight through a green light.

I was encouraged to write to you all because of the death of Charlie Proctor. He died on May 9 while biking down Mass Ave and Appleton Street. He was killed by a driver, also trying to turn left. I don't know Charlie or his partner Allison who was also injured, but his accident seems to be under similar circumstances as mine and it's a sad connection to have. Having lived, I had to write in.

When I wrote to my office's mailing list asking for post accident advice, I learned that about 20 people on the list had experience with collisions on bicycles, and several of them had a similar accident to myself and Charlie—left turning traffic that ignored oncoming bicycles.

I learned from my office's cycling mailing list that you might be discussing this issue today. From that email, I learned that this intersection had been flagged as unsafe nearly a decade ago. It's sad that an accident like this happened when traffic was a fraction of its normal volume. It will always be unsafe unless something changes.

With public transit as a vector for COVID spread, cycling will be a more important method of transit than ever. The Minuteman, while an awesome asset to Arlington, is only as good when the surrounding streets are safe for biking. In the winter, many people choose Mass Ave over the Minuteman if they don't have studded tires.

I'm not a traffic engineer or an expert in these accidents, but I do know that slowing down turning traffic is vital for saving lives. Please consider improving the intersection where Charlie died and other similar intersections.

You will never hear about the people who didn't die from improving the intersection, but the value will be priceless.

I'm looking forward to many happy years in Arlington, getting around safely on my bike (and not just on the Minuteman!)

Thanks for reading.

Sincerely,
Amanda Zangari
Soon to be Arlington resident

From: Blaine French <blainef56@hotmail.com>
To: "SDeCourcey@town.arlington.ma.us" <SDeCourcey@town.arlington.ma.us>,
"jcurro@alumni.tufts.edu" <jcurro@alumni.tufts.edu>, "DMahon@town.arlington.ma.us"
<DMahon@town.arlington.ma.us>, "DDunn@town.arlington.ma.us" <DDunn@town.arlington.ma.us>,
"JHurd@town.arlington.ma.us" <JHurd@town.arlington.ma.us>, "mkrepelka@town.arlington.ma.us"
<mkrepelka@town.arlington.ma.us>, "townmanager@town.arlington.ma.us"
<townmanager@town.arlington.ma.us>
Date: Mon, 1 Jun 2020 17:29:41 +0000
Subject: Fatal crash at Appleton St.

Dear Select Board and Town Officials:

I would like to request that you consider the recent fatal crash and related safety improvements at Appleton St. as an agenda item in today's Select Board Meeting.

I am a resident of Concord MA who enjoys visiting and spending time in Arlington. I have been a pedestrian, cyclist, and driver at this particular intersection many times and can state that it is a confusing, dangerous and unpredictable intersection. As a cyclist, I am always nervous and uncomfortable cycling on this particular section of Mass Ave.

Sincerely,
Blaine French

From: Chris Bliss <cdbliss@gmail.com>

To: SDeCoursey@town.arlington.ma.us, JCurro@town.arlington.ma.us, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us, mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com

Date: Tue, 2 Jun 2020 21:30:37 -0400

Subject: Please fix the intersection where Charles Proctor was killed

Hello - I'm an Arlington home-owner and regular bike user. I'm writing to strongly voice support for addressing the traffic and biker safety issues at the intersection of Mass Ave/Appleton St/Appleton Place.

This was not a random accident and I'm concerned that it will happen again. I understand that the intersection was studied in 2012, though few of the recommendations were implemented. I recognize there may be no easy fix; however, the death of a young cyclist should force us to look for solutions again.

I ask that the Select Board work with other Town officials to implement the two-phased plan being promoted by local activists--a short-term plan for risk reduction, and a longer term plan for addressing the root causes of the unsafe area.

Thank you.
Chris Bliss
15a Lanark Rd
Arlington, MA 02476

From: "Contreras Casado, Cristina" <ccontrerascasado@fas.harvard.edu>
To: "SDeCourcey@town.arlington.ma.us" <SDeCourcey@town.arlington.ma.us>,
"jcurro@alumni.tufts.edu" <jcurro@alumni.tufts.edu>, "DMahon@town.arlington.ma.us"
<DMahon@town.arlington.ma.us>, "DDunn@town.arlington.ma.us" <DDunn@town.arlington.ma.us>,
"JHurd@town.arlington.ma.us" <JHurd@town.arlington.ma.us>
Cc: "mkrepelka@town.arlington.ma.us" <mkrepelka@town.arlington.ma.us>,
"townmanager@town.arlington.ma.us" <townmanager@town.arlington.ma.us>, "ldiggins@gmail.com"
<ldiggins@gmail.com>, "michaiahforselectboard@gmail.com" <michaiahforselectboard@gmail.com>
Date: Mon, 1 Jun 2020 13:30:15 +0000
Subject: Bike safety as part of todays board agenda!

To the Arlington advisory board,
My name is Cristina Contreras, and I have been an avid biker for the most part of my life.
However, as part of the Arlington biking community, I have serious safety concerns that I
believe should be addressed to prevent future accidents as we saw a couple of weeks ago. As
such I am writing in support of adding bike safety as part of Today's board agenda.
Sincerely

Cristina Contreras Casado

From: Catherine Farrell <clf_scw@hotmail.com>
To: "SDeCourcey@town.arlington.ma.us" <SDeCourcey@town.arlington.ma.us>, Joe Curro <jcurro@alumni.tufts.edu>, "DMahon@town.arlington.ma.us" <DMahon@town.arlington.ma.us>, "DDunn@town.arlington.ma.us" <DDunn@town.arlington.ma.us>, "JHurd@town.arlington.ma.us" <JHurd@town.arlington.ma.us>
Cc: "mkrepelka@town.arlington.ma.us" <mkrepelka@town.arlington.ma.us>, "townmanager@town.arlington.ma.us" <townmanager@town.arlington.ma.us>, Lenard Diggins <ldiggins@gmail.com>, "michaiahforselectboard@gmail.com" <michaiahforselectboard@gmail.com>
Date: Mon, 1 Jun 2020 13:10:38 +0000
Subject: Mass Ave./ Appleton St./Appleton Pl.

Dear Select Board,

I am a resident of East Arlington and a member of East Arlington Liveable Streets (EALS). I ride my bike in Arlington to run errands, exercise and attend meetings. I find that Massachusetts Avenue presents safety hazards to bicyclist, and, because of this, I often take alternative routes that I find safer, although they are less convenient.

The recent death of Charlie Proctor, a bicyclist, at Massachusetts Avenue and Appleton, is a tragedy.

Arlington needs to prevent any such catastrophes in the future.

I urge the Select Board to work with other Town officials to implement a two-phased plan:

- SHORT TERM - with new roadway striping, modest restrictions on parking, and signs, the bike lane that currently ends at the Dunkin Donuts just west of Appleton should be extended to at least Burton St or, ideally, to connect to the existing bike lanes east of Brattle Square. Inexpensive flex posts could also be installed on the double yellow line to force left-turning motorist to use a tighter radius and more slowly.
- LONG TERM - building off of the 2012 CTPS report, a new traffic study and design plan must begin very soon. With appropriate public involvement, this could be a year-long process. Finding funding, final bid documents and construction could easily take a couple more years as well. Based on that, it is imperative that the Town initiate the short term plan this summer.

This is a very stressful time for all of us. I appreciate your attention to this issue.

Sincerely,

Catherine Farrell
76 Park St.
Arlington, MA 02474

From: Christine Fort <christine.fort@gmail.com>
To: SDeCoursey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com
Date: Mon, 1 Jun 2020 18:17:37 -0400
Subject: in support of safety improvements to Mass Ave/Appleton intersection

Dear Arlington Select Board members and candidates:

I'm writing to you because the recent death of cyclist Charlie Proctor at the Massachusetts Avenue and Appleton Street intersection in Arlington hit very close to home for me: Charlie's girlfriend, Alison, who survived the crash, was my neighbor in Somerville for the past year. Alison lived across the hall, and Charlie was a devoted boyfriend, so he was someone I saw quite frequently--often, as he and Alison headed in or out together, on their bikes. It is upsetting and surreal that I will never see him again.

Charlie and Alison had planned to move in together today, June 1, before his life was tragically cut short. For Alison, and in Charlie's memory, I write to you today to express my support for infrastructure improvements that would make that intersection safer for vulnerable road users.

As a cyclist myself, I've ridden through the Appleton/Mass Ave intersection many times. I'm aware that it's a complex intersection for which there is no easy fix, and that the ultimate solution may be a couple of years away. I understand that, which is why I ask the Select Board to work with other Town officials to implement a two-phased plan:

In the short term: I believe that with a combination of new roadway striping, modest restrictions on parking, and signs, the bike lane that currently ends at the Dunkin Donuts just west of Appleton could and should be extended to at least Burton St or, ideally, to connect to the existing bike lanes east of Brattle Square. Better yet, inexpensive flex posts could also be installed on the double yellow line to force left-turning motorists to proceed through the intersection more slowly.

In the long term: I believe that, building off of the 2012 CTPS report, a new traffic study and design plan must begin as soon as possible. With public involvement, this could be a year-long process; finding funding, final bid documents and construction could take a couple more years as well. Because of long-term timeline constraints, and because I expect bicycle traffic to increase in the summer, as it always does, I believe that is imperative that the Town initiate the short term plan this summer.

Thanks so much for reading.

Best,
Christine Fort
Somerville, MA
617-477-7582
christine.fort@gmail.com

From: Christian Klein <cmqklein@gmail.com>

To: SDeCoursey@town.arlington.ma.us, Selectman Joseph Curro <jcurro@town.arlington.ma.us>, DMahon@town.arlington.ma.us, ddunn@town.arlington.ma.us, jhurd@town.arlington.ma.us

Cc: Marie Krepelka <mkrepelka@town.arlington.ma.us>, Adam Chapdelaine <AChapdelaine@town.arlington.ma.us>

Date: Sun, 31 May 2020 23:13:29 -0400

Subject: [SB] Discussion regarding Bicycle Safety Concerns at Massachusetts Avenue and Appleton Street

Honorable Board Members,

I am writing to you this evening to request immediate action to improve bicycle safety at the intersection of Massachusetts Avenue, Appleton Street, and Appleton Court. The recent, tragic death of a cyclist at this intersection unfortunately serves to highlight how dangerous this intersection truly is. As a frequent cyclist who uses Mass Ave, I encourage you in the strongest terms to address this issue.

As a resident of the Heights, when I am coming home on Lowell Street, I will often try to turn right off Mass Ave onto Appleton Place. On several occasions, I have been nearly hit broadside by someone looking to pull out from Appleton Street onto Mass Ave. They see my car slowing with a signal on, they assume I am making the sharp right, and they proceed into the intersection. We both come to a quick stop when they realize I'm not turning sharply, and I see they are misunderstanding the intersection.

A 2012 report from the Boston Region Metropolitan Planning Organization was recently brought to my attention. It notes all of these issues with the intersection and makes several recommendations. To date, it does not appear that any of these recommendations have been implemented. I can appreciate the expense involved, but if a hotel is added along this stretch of Mass Ave, adding many more drivers unfamiliar with the intersection and the care that needs to be exercised, this intersection will only become more dangerous.

Please refer this problem to the Transportation Advisory Committee post haste, and ask them for an expedited review of the intersection.

Thank you for all you do for the Town. I wish you good health.

Christian Klein
54 Newport Street

From: Charlotte Lellman <clellman@gmail.com>
To: SDeCoursey@town.arlington.ma.us, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, jcurro@alumni.tufts.edu, jhurd@town.arlington.ma.us
Cc: mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com
Date: Sun, 31 May 2020 09:48:51 -0400
Subject: Please add bike safety to select board meeting agenda

Dear Arlington Select Board members,

I am writing to earnestly ask you to address bike safety in your upcoming meeting. Cyclist Charles Proctor died earlier this month, in Arlington, at a dangerous intersection. There are concrete actions that can prevent similar deaths in the future. Arlington is a great commuter thoroughfare, and there is a lot of great bike infrastructure, from bike lanes along Mass Ave to the Minuteman trail. Please don't leave it at that. There is more work to be done. Making a city safe for bikes decreases accidents and pollution and congestion, and promotes a healthy active lifestyle. Please address this important issue.

Best,

Charlotte Lellman
Cyclist living in Jamaica Plain, MA

From: <cenam@yahoo.com>

To: "SDeCourcey@town.arlington.ma.us" <SDeCourcey@town.arlington.ma.us>, "jcurro@alumni.tufts.edu" <jcurro@alumni.tufts.edu>, "DMahon@town.arlington.ma.us" <DMahon@town.arlington.ma.us>, "DDunn@town.arlington.ma.us" <DDunn@town.arlington.ma.us>, "JHurd@town.arlington.ma.us" <JHurd@town.arlington.ma.us>

Cc: "michaiahforselectboard@gmail.com" <michaiahforselectboard@gmail.com>, "tonkinc@comcast.net" <tonkinc@comcast.net>, "mkrepelka@town.arlington.ma.us" <mkrepelka@town.arlington.ma.us>, "townmanager@town.arlington.ma.us" <townmanager@town.arlington.ma.us>, "ldiggins@gmail.com" <ldiggins@gmail.com>

Date: Mon, 1 Jun 2020 18:26:37 +0000 (UTC)

Subject: safe intersections

Good morning,

As a you may be aware a bicyclist, Charles Proctor, was killed in a crash with a motor vehicle on Massachusetts Ave on May 5.

I'd request that the safety of this intersection and those like it be added as an agenda item for today's Select Board meeting.

Although great improvements have been made to Mass Ave in East Arlington those improvements haven't been made to the section that Mr. Proctor died on.

Multiple viable recommendations were made in the 2012 memo titled "FFY 2011 Safety and Operations Analyses at Selected Boston Region MPO Intersections: Massachusetts Avenue at Appleton Street and Appleton Place in Arlington". I'm told that there are at least 5 other intersections of concern on Mass Ave with poor sight lines and chaotic lanes.

Thank you for your consideration,

Christina Mork
8 James Way
Cambridge MA 02141

From: D Harrington <dharrington@nklabs.com>

To: SDeCourcey@town.arlington.ma.us, JCurro@town.arlington.ma.us, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us, mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com

Date: Tue, 2 Jun 2020 13:49:18 -0400

Subject: Bike Safety.

Hello,

I'm a long time bike commuter and have commuted by bicycle to work since 2004 in Providence RI, Cambridge MA, San Francisco CA, and Arlington MA. I have also bike trekked around the Greater Boston Area including one bike trip years ago from Boston to Montreal over the course of a week. I have experience biking in many conditions in many cities.

When I'm not under lockdown and it is not icy out, I ride my bicycle to work everyday, often with my kids in tow. I obey the law. I stop at traffic lights. I stop at stop signs. I give pedestrians the right of way. I try to ride predictably. I like to ride fast but limit my speed on the bike path, in traffic and while passing parked cars. I'm teaching my kids proper bike safety and to wear helmets. It is also my major source of exercise which should hopefully improve my general health.

I'm an active voting resident of Arlington and bought a home with my family last year.

Please improve road safety at the intersection of Mass Ave and Appleton St where Charles Proctor was killed.

Over the years I've seen more and more bikes on the street. It is a great form of commuting. But it is obvious the roads were not designed for bikes or pedestrians. That can change.

Please work with the town to help fix this issue:

- SHORT TERM - with new roadway striping, modest restrictions on parking, and signs, the bike lane that currently ends at the Dunkin Donuts just west of Appleton should be extended to at least Burton St or, ideally, to connect to the existing bike lanes east of Brattle Square. Inexpensive flex posts could also be installed on the double yellow line to force left-turning motorist to use a tighter radius and more slowly.
- LONG TERM - building off of [the 2012 CTPS report](#), a new traffic study and design plan must begin very soon. With appropriate public involvement, this could be a year-long process. Finding funding, final bid documents and construction could easily take a couple more years as well. Based on that, it is imperative that the Town initiate the short term plan this summer.

Thank you,
-demetri

From: "Diane Manganaro" <dinemango@verizon.net>
To: <SDeCoursey@town.arlington.ma.us>, <jcurro@alumni.tufts.edu>,
<DMahon@town.arlington.ma.us>, <DDunn@town.arlington.ma.us>, <JHurd@town.arlington.ma.us>
Cc: <mkrepelka@town.arlington.ma.us>, <townmanager@town.arlington.ma.us>,
<ldiggins@gmail.com>, <michaiahforselectboard@gmail.com>, <ealscoalition@gmail.com>
Date: Mon, 1 Jun 2020 12:00:53 -0400
Subject: Appleton Street Intersection

To the Arlington Select Board:

The recent tragic death of bicyclist Charlie Proctor has once again brought to light the hazardous crossing situation at Appleton St. and Mass Ave. This intersection has been a scary one to navigate for years. This intersection is not only a hazard to bicyclists and motorists, it is also an area frequented by middle school students, who walk to school.

I am a lifelong Arlington resident and have walked, biked and driven all over Arlington during these years, and am very familiar with the safety hazard posed by this intersection. I have a young nephew who will begin attending the Ottoson Middle School next year—and I am very concerned.

I ask the Board to please address this situation to develop a solution that will improve the safety of motorists, bicyclists and pedestrians as soon as possible, before we see another useless tragedy result from this dangerous intersection.

I ask that you consider this two-phase plan recommended by the East Arlington Livable Streets Coalition:

- SHORT TERM - with new roadway striping, modest restrictions on parking, and signs, the bike lane that currently ends at the Dunkin Donuts just west of Appleton should be extended to at least Burton St or, ideally, to connect to the existing bike lanes east of Brattle Square. Inexpensive flex posts could also be installed on the double yellow line to force left-turning motorist to use a tighter radius and more slowly (*See attached concept plan Phil developed showing how bike lanes can be striped*)
- LONG TERM - building off of the 2012 CTPS report, a new traffic study and design plan must begin very soon. With appropriate public involvement, this could be a year-long process. Finding funding, final bid documents and construction could easily take a couple more years as well. Based on that, it is imperative that the Town initiate the short term plan this summer.

Thank you very much.

Sincerely,

Diane Manganaro
8 Brattle Lane
Arlington, MA 02474

From: E Buschert <ebuschert@gmail.com>
To: SDeCourcey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: townmanager@town.arlington.ma.us, mkrepelka@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com, ealscoalition@gmail.com
Date: Sun, 31 May 2020 21:26:55 -0400
Subject: Mass Ave @ Appleton safety

Dear Select Board Members,

I, a resident of Arlington, am writing to urge you to take prompt action to make the intersection of Mass Ave, Appleton St, and Appleton Place safe for ALL road users. A Somerville resident, Charlie Proctor, was recently killed by a reckless driver at this dangerous intersection. This is unacceptable.

There are no perfect quick fixes to this intersection but while longer term solutions are being found striping the bike lane, installing bollards, flex posts, planters, concrete barriers, or whatever else it takes to slow down motor vehicle traffic so that drivers are forced pay attention can save lives.

In these times of uncertainty and pandemic, more people than ever are discovering the joys of walking, biking, scooters, etc. They should be free to do so safely. The streets in this region, I'm often told, were originally routed and traveled by cows (and presumably pedestrians and horses). There is no reason personal motor vehicle traffic, a relatively novel and unsustainable mode of transport in a dense urban area, should be privileged above others and the only safe way to travel. Please actively design and redesign streets and paths to ensure all users' safety.

Thank you,

Elizabeth Buschert

133 Brattle St
Arlington, MA

From: Edward Faulkner <edward@eaf4.com>

To: SDeCoursey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us

Date: Mon, 1 Jun 2020 13:05:49 -0400

Subject: Please put road safety on the agenda

Charles Proctor was killed in a crash with a motor vehicle on Massachusetts Ave on May 5. Please add the safety of this intersection and those like it as an agenda item for today's Select Board meeting.

I am a resident of West Somerville and my children and I walk and bike frequently in Arlington. We all benefit by making our region safer for active, low-carbon transportation.

Sincerely,
Edward Faulkner

From: erich ludwig <erichludwig@gmail.com>
To: SDeCoursey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: michaiahforselectboard@gmail.com, tonkinc@comcast.net, mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com
Date: Mon, 1 Jun 2020 11:01:03 -0400
Subject: Improvements in Bike Infrastructure in Arlington

Good morning,

As you are aware, a bicyclist, Charles Proctor, was killed in a crash with a motor vehicle on Massachusetts Ave on May 5. I did not know Charlie, but my friend & colleague was a dear friend of his - so this hits very close to my heart.

I am a resident of Somerville, and often ride my bike to visit friends in Arlington. Most of the time I'm doing that with my family bike and with our kids in the family bike.

I'd request that the safety of this intersection and those like it be added as an agenda item for today's Select Board meeting.

Although great improvements have been made to Mass Ave in East Arlington those improvements haven't been made to the section that Mr. Proctor died on. Multiple viable recommendations were made in the 2012 memo titled "FFY 2011 Safety and Operations Analyses at Selected Boston Region MPO Intersections: Massachusetts Avenue at Appleton Street and Appleton Place in Arlington". I'm told that there are at least 5 other intersections of concern on Mass Ave with poor sight lines and chaotic lanes.

Improving bike infrastructure will help keep us all safe on the roads, and will increase the attractiveness of Arlington as a city in which to live and visit.

Thank you for your consideration,

Erich Ludwig
36 Berkeley St
Somerville, MA 02143

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Erich Ludwig
+1.617.388.0413 - mobile / WhatsApp
he/him/his
<https://www.linkedin.com/in/erichludwig/>

From: Geoff Birmingham <jumpcuts92@gmail.com>
To: SDeCourcey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: ealscoalition@gmail.com, mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com
Date: Sat, 30 May 2020 11:19:20 -0400
Subject: Safety at Appleton St/Mass Ave intersection

Fellow Arlingtonians:

It was with great sadness that I read of the death of Charlie Proctor at the intersection of Mass Ave and Appleton St. I actually only learned of it today, thanks to a notice shared by the EALS Coalition.

While upset by this news, I am also not at all surprised. As a parent of a former Ottoson student, I drove through that intersection enough to know the confusion it creates among motorists. I saw students sprinting across Appleton, knowing full well the danger of the situation.

I also have regularly passed through that intersection as a bicyclist along Mass Ave. ***Every single time I travel eastbound as a cyclist***, I pass through with a real sense of anxiety. Drivers come down the slope of Appleton and have to strain to see who's going eastbound. They cause me less dread, however, than the cars going westbound and turning left. I always enter the intersection hyper-vigilant, prepared for a westbound driver to make a poor decision, turn left and cut me off.

It's unfortunate that change usually only comes after tragedy. Let's not let Charlie's death be a devastating loss, soon forgotten. At a minimum, let's use it as motivation to improve the safety of the intersection and help ensure it doesn't happen again. I'm sure Phil and Chad have already shared their suggestions with you, but especially the short-term proposal makes complete sense.

- *SHORT TERM - with new roadway striping, modest restrictions on parking, and signs, the bike lane that currently ends at the Dunkin Donuts just west of Appleton should be extended to at least Burton St or, ideally, to connect to the existing bike lanes east of Brattle Square. Inexpensive flex posts could also be installed on the double yellow line to force left-turning motorists to use a tighter radius and more slowly.*
- *LONG TERM - building off of the 2012 CTPS report, a new traffic study and design plan must begin very soon. With appropriate public involvement, this could be a year-long process. Finding funding, final bid documents and construction could easily take a couple more years as well. Based on that, it is imperative that the Town initiate the short term plan this summer.*

The marked bike lanes that the town has installed elsewhere along Mass Ave, I'm certain, have dramatically improved road safety. Additionally, I believe Phil's idea to add flex posts in the intersection to help guide traffic better is a very sensible suggestion. We recognize that an effective, long-term solution will take time and money, and that should still be pursued. In the meantime, though, let's make some immediate improvements that will reduce the danger at this location.

All the best,
Geoff Birmingham

From: Guilhem Ribeill <guiribeill@gmail.com>
To: SDeCoursey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: townmanager@town.arlington.ma.us, mkrepelka@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com, ealscoalition@gmail.com
Date: Sun, 31 May 2020 15:35:42 -0400
Subject: Appleton Bike Safety

Dear Select Board Members,

I was greatly saddened by the tragic killing of Charlie Proctor by a reckless driver at the Mass Ave/Appleton intersection 3 weeks ago. As a cyclist, driver, and resident of Arlington, I know that this is one of the most dangerous spots in the town for vulnerable road users, and I am writing to you to request that the Town and Select board take immediate action to address safety issues at this intersection.

While I recognize that there is no quick fix to this intersection, please consider immediately striping bike lanes, adding flex posts to better channel motor vehicles turns, and implementing other traffic calming measures. Over the long term, the only solution is to implement the recommendations of the 2012 CTPS safety report and build an intersection that is safe for all.

As we emerge into the new, post-pandemic world, it is becoming increasingly clear that cycling is one of the ways we can reduce gridlock, mitigate the noxious effects of air pollution, and build a safer and friendlier communities. Building out from the resource that is the Minuteman bike path, I hope that you will have the courage to make Arlington a leader in ensuring safe cycling is possible for all of its residents.

Thank you,

Guilhem Ribeill
133 Brattle St. #2

From: Julia Fuller <fuller.juliam@gmail.com>
To: SDeCourcey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com
Date: Sun, 31 May 2020 12:04:06 -0400
Subject: Addition to agenda for June 1 select board meeting

Dear select board members,

I am writing in support of adding the bicycle crash on May 5, 2020 to the agenda for the select board meeting agenda on Monday, June 1, 2020.

The intersection of Appleton and Mass Ave has a high number of crashes, especially those involving pedestrians and bicyclists. Additionally, due to the proximity of Ottoson Middle School there are hundreds of people crossing this intersection around the times that the school opens and closes each day. It is also difficult to see through the intersection as a driver when coming down Appleton Street. This makes it hard to tell if there is a bicyclist, pedestrian, or other car until you, as a driver, have nearly entered the intersection. The traffic signals are confusing and can be difficult for drivers to follow, resulting in hard to predict behaviors between drivers.

When not under a stay-at-home order, I regularly use my bike for transportation, to run errands, go to and from my office in Cambridge, as well as for exercise. While there have been improvements to a lot of areas around Boston in recent years, there are still plenty of roadways that fail to create a safe environment for cars, pedestrians, and bicyclists to coexist. I have had numerous close calls and one collision with a car while on my bike and know that, at least anecdotally, my friends and coworkers who bike regularly have had a similar experience.

Charlie Proctor, the bicyclist killed in the accident earlier this month, was a longtime friend of mine. We grew up together in CT, learned to sail and race together throughout high school, went on to be teammates on the Tufts University Sailing team, and continued to be close friends as we both pursued our interests in the outdoors such as skiing and rock climbing. Charlie was a truly special person who had a unique ability to get people excited to try new things. It seems like everyone I've spoken to about him has a memory of Charlie pushing them to challenge themselves and learn something new while having fun in the process.

In pursuing challenging outdoor activities, Charlie was always responsible and took care to make very calculated judgments about risk. It's hard to believe that he could safely climb Denali only to be killed going on a routine bike ride less than 20 minutes from home.

Charlie's death has had a big impact on his friends and family and throughout the outdoors community in New England. We are all devastated to have lost him and share the feeling that we owe it to Charlie to improve bike safety in our area so that other people don't have to experience the loss that we are now. The accident on May 5 may feel like it is just one event but there is significant data to show that the intersection of Appleton and Mass Ave is unsafe and could be improved. Please add this crash to the agenda for the select board meeting on June 1, 2020 and move towards a safer roadway system for everyone in our area.

Thank you,
Julia Fuller

Julia Fuller
203-803-7272 | fuller.juliam@gmail.com
www.linkedin.com/in/juliamansfieldfuller

From: Jordon Hemingway <jordonhemingway@gmail.com>

To: SDeCoursey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us, mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com

Date: Sun, 31 May 2020 11:45:19 -0400

Subject: Support for including Appleton and Mass Ave. bicycle accident to select board meeting agenda

To Whom it May Concern,

I am writing to give my support for including discussion of a recent bicycle accident at the intersection of Appleton St. and Massachusetts Ave. in the Arlington select board meeting agenda on 1 June 2020.

As a close friend of the victims of this accident and as a resident of neighboring Somerville, I am deeply worried and concerned about the lack of bicycle safety that led to this accident. This region is often congested with bicycle traffic, particularly with the coming summer months and will more residents turning to cycling as a means of exercise during COVID lockdown.

It is my hope that future improvements for bicycle visibility and safety on this region of Mass Ave will be implemented and will prevent future injury, suffering, and loss of life. Discussing this topic at the Arlington board meeting will be the first step in achieving this goal. Thank you.

Sincerely,
Jordon Hemingway

From: Jock Hoffman <jockhoffman@rcn.com>

To: SDeCoursey@town.arlington.ma.us, JCurro@town.arlington.ma.us, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us, mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us

Date: Tue, 2 Jun 2020 12:36:35 -0400

Subject: Please fix Appleton/Mass Ave safety issue

In the before COVID-19 times, I commuted through this intersection four days a week for 25+ years. On the mornings when school was in session, it was relatively safe, because most drivers are either aware or hindered by traffic and pedestrians, but that's only relative to the extremely dangerous conditions at all other times. I encourage you to implement impediments to westbound, left-turning vehicles, and those who drift down from the Appleton St. stop sign.

Thank you
Jock Hoffman
Arlington

From: Jennifer Litowski <jennifer.litowski@gmail.com>
To: SDeCoursey@town.arlington.ma.us, JCurro@town.arlington.ma.us, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, Lenard Diggins <ldiggins@gmail.com>, michaiahforselectboard@gmail.com, Eals Coalition <ealscoalition@gmail.com>
Date: Sun, 31 May 2020 17:27:49 -0400
Subject: Safety at Mass Ave & Appleton St.

Dear Arlington Select Board,

The intersection at Mass Ave. and Appleton St. is a proven danger that needs immediate action to protect our safety. The dangerous conditions have been documented since the CTPS study in 2012. Our failure to act on these recommendations has put people at risk, including our children who attend Ottoson Middle School. Tragically, this resulted in the death of Charlie Proctor earlier this month.

The town of Arlington has to take both immediate and long-term actions. I support the measures recommended by East Arlington Livable Streets:

- SHORT TERM - with new roadway striping, modest restrictions on parking, and signs, the bike lane that currently ends at the Dunkin Donuts just west of Appleton should be extended to at least Burton St or, ideally, to connect to the existing bike lanes east of Brattle Square. Inexpensive flex posts could also be installed on the double yellow line to force left-turning motorist to use a tighter radius and more slowly
- LONG TERM - building off of the 2012 CTPS report, a new traffic study and design plan must begin very soon. With appropriate public involvement, this could be a year-long process. Finding funding, final bid documents and construction could easily take a couple more years as well. Based on that, it is imperative that the Town initiate the short term plan this summer.

The Town of Arlington has to take action to prevent another tragedy.

Regards,
Jennifer Litowski

From: "J. Roth" <jrothim@yahoo.com>
To: "SDeCourcey@town.arlington.ma.us" <SDeCourcey@town.arlington.ma.us>,
"jcurro@alumni.tufts.edu" <jcurro@alumni.tufts.edu>, "DMahon@town.arlington.ma.us"
<DMahon@town.arlington.ma.us>, "DDunn@town.arlington.ma.us" <DDunn@town.arlington.ma.us>,
"JHurd@town.arlington.ma.us" <JHurd@town.arlington.ma.us>
Cc: tonkinc <chris.tonkin@biogenidec.com>, Daniel Amstutz <damstutz@town.arlington.ma.us>,
"mkrepelka@town.arlington.ma.us" <mkrepelka@town.arlington.ma.us>,
"townmanager@town.arlington.ma.us" <townmanager@town.arlington.ma.us>, "ldiggins@gmail.com"
<ldiggins@gmail.com>, "michaiahforselectboard@gmail.com" <michaiahforselectboard@gmail.com>
Date: Mon, 1 Jun 2020 21:25:59 +0000 (UTC)
Subject: Advocacy for Safer Cycling Infrastructure on Mass. Ave./Appleton St. in Arlington

Dear Board of Selectmen & Town Officials -

I am writing in regards to the unfortunate fatal crash of a motor vehicle that killed cyclist Charlie Proctor in Arlington last month. I understand that this will be discussed tonight.

As a cycling commuter and one who cycles regularly with my family through Arlington and nearby communities, I ask that safer accommodations for cycling be added to this known dangerous stretch of Mass. Ave. I suggest the following general safety improvements be considered for this section of Mass. Ave., as well as for other locations in Arlington:

(1) Add protected bicycle lanes on this stretch that are separated from traffic and parked vehicles. Protected bicycle lanes could either be bollards or raised curbs that separate motorists from cyclists and walkers.

(2) Signalize this intersection with a stop light for Mass. Ave., given the volume of cars and unsafe conditions.

(3) Increase enforcement against motorists driving too fast and unsafely in this area, which endangers cyclists and walkers. Also provide education of motorists about safe passing of bicyclists.

(4) Lower speed limits for motorists. Studies show crashes between cars and cyclists where car is moving above 20 mph are likely to cause life-threatening injuries to cyclists. Therefore, roads where cyclists must share the road with drivers should have speed limits closer to 20 mph.

(5) Reduction of on-street parking. On-street car-parking creates very unsafe situations for cyclists, requiring cyclists to take the full lane to safely pass unpredictable cars in the parking lanes. This is an unsafe situation along much of Mass. Ave., including this specific section. Move on-street parking to side streets, not main thoroughfares. Replace on-street parking with more bicycle parking. Studies show that encouraging more cycling provides greater stimulus to local businesses as compared to maintaining predominant access for cars. Cyclists shop more locally, and approximately ten cyclists can park in the same area needed for just one car.

(6) I ask that you please pass this issue along to the Arlington Bicycle Advisory Committee (ABAC) and have them work together with the Transportation Advisory Committee (TAC) to make recommendations to the Selectboard on improvements to this roadway.

Thank you very much for your consideration of these suggestions!

Jeff Roth (ABAC member, 2008 - 2010)
~ Jeffrey M. Roth, Ph.D ~ 781.316.1736 (h), 781.981.3468 (o), 339.223.1235 (m) ~
~ alum.mit.edu/www/roth ~
~ jrothim_at_yahoo.com; jroth_at_ll.mit.edu ~

From: Kate Byrd <mks.showers@gmail.com>
To: SDeCoursey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com
Date: Mon, 1 Jun 2020 08:49:10 -0400
Subject: Letter of Support for Improved Cycling Conditions on Arlington Roadways

Members of the Select Board:

My name is Kate Byrd, and I have been a resident in Arlington for five years. I am writing in support of Ms. Alison Piasecki and Mass Bike's effort to improve bike safety in Arlington.

My husband and I are both avid runners and cyclists. We rented in East Arlington for five years and recently purchased a home in the Brattle neighborhood in large part because of the easy access to the Minuteman Trail we use daily for exercise and commuting. However since first moving to Arlington and purchasing a bike, I have had concerns about the safety of riding on town streets.

I often commute towards Lexington on my bike and was appalled at the Minuteman Trail and Lake St. intersection as it is unsafe, ambiguous, and inefficient for cars, walkers, runners, and cyclists alike. In 2015, I reached out to the Town and was told it was being handled. Five years later, the intersection is nearly identical.

Last summer while commuting home eastward on the Minuteman, I was crossing Mass Ave from the Uncle Sam park in Arlington Center. I was struck from about 8 o'clock as a driver took an illegal right on red coming up Mystic Street. They fled the scene. The police department was quick to arrive, and I was "lucky" to have no head injury or broken bones. I will note I will never lay on my stomach due to shifted ribs and require chiropractic services every 8-10 weeks, despite being a relatively healthy and active 27 year-old. I was also very disappointed in the follow-up response from law enforcement. A social media post requesting any information was the only action taken to find the driver.

With this history, I read with sadness and anger about the accident on Mass Ave and Appleton. It was then revealed that this intersection had been identified as "somewhat alarming" in a 2012 memo from the Boston Regional MPO ([link](#)). I believe this falls into a pattern of slow response and inaction when it comes to taking sizable steps towards improving bike safety on Arlington streets. Improved biking conditions help all citizens by reducing pollution and traffic, opening up parking spots for those who need them, and improving physical and mental well-being through exercise to name a few. I hope as we look forward that prioritizing safety for those on bikes becomes a top priority for the town. Recent occurrences highlight that this is not just a nicety, but rather a matter of life and death for citizens of Arlington and surrounding towns.

(Mary) Kate Byrd
149 Brattle St.
Arlington, MA 02474

From: "Guiney, Kevin" <guiney@fas.harvard.edu>
To: "SDeCoursey@town.arlington.ma.us" <SDeCoursey@town.arlington.ma.us>,
"JCurro@town.arlington.ma.us" <JCurro@town.arlington.ma.us>, "DMahon@town.arlington.ma.us"
<DMahon@town.arlington.ma.us>, "DDunn@town.arlington.ma.us" <DDunn@town.arlington.ma.us>,
"JHurd@town.arlington.ma.us" <JHurd@town.arlington.ma.us>
Cc: "mkrepelka@town.arlington.ma.us" <mkrepelka@town.arlington.ma.us>,
"townmanager@town.arlington.ma.us" <townmanager@town.arlington.ma.us>, "ldiggins@gmail.com"
<ldiggins@gmail.com>, "michaiahforselectboard@gmail.com" <michaiahforselectboard@gmail.com>
Date: Tue, 2 Jun 2020 15:12:04 +0000
Subject: Request for improvements in bicycle safety in Arlington

Dear Select Board of Arlington-

In light of the recent death of bicyclist Charlie Proctor in Arlington, I ask that you work with other town officials to make improvements in bicycle safety in our town. As someone who commutes everyday by bike in normal times as well as rides recreationally around town with my family, I see firsthand the dangers that exist for the large number of cyclists that use our town roads and paths. I have also seen the great benefits of initiatives that have taken place East Arlington and in Cambridge. I am also hopeful about the progress made at Lake St and the bike path. Even when riding in my car I am mindful and appreciative of the dedicate bike lines that keep everyone safe and minimize tragedies. I ask that you implement this two part plan summarized by East Arlington Livable Streets.

- SHORT TERM - with new roadway striping, modest restrictions on parking, and signs, the bike lane that currently ends at the Dunkin Donuts just west of Appleton should be extended to at least Burton St or, ideally, to connect to the existing bike lanes east of Brattle Square. Inexpensive flex posts could also be installed on the double yellow line to force left-turning motorist to use a tighter radius and more slowly.
- LONG TERM - building off of [the 2012 CTPS report](#), a new traffic study and design plan must begin very soon. With appropriate public involvement, this could be a year-long process. Finding funding, final bid documents and construction could easily take a couple more years as well. Based on that, it is imperative that the Town initiate the short term plan this summer.

Thanks for your time and consideration-

Kevin Guiney

19 Eliot Rd

Arlington

From: "Boneschansker, Johan H.L.,M.D.,Ph.D." <JBONESCHANSKER@mgh.harvard.edu>
To: "SDeCourcey@town.arlington.ma.us" <SDeCourcey@town.arlington.ma.us>,
"JCurro@town.arlington.ma.us" <JCurro@town.arlington.ma.us>, "DMahon@town.arlington.ma.us"
<DMahon@town.arlington.ma.us>, "DDunn@town.arlington.ma.us" <DDunn@town.arlington.ma.us>,
"JHurd@town.arlington.ma.us" <JHurd@town.arlington.ma.us>, "mkrepelka@town.arlington.ma.us"
<mkrepelka@town.arlington.ma.us>, "townmanager@town.arlington.ma.us"
<townmanager@town.arlington.ma.us>, "ldiggins@gmail.com" <ldiggins@gmail.com>,
"michaiahforselectboard@gmail.com" <michaiahforselectboard@gmail.com>
Date: Tue, 2 Jun 2020 16:35:46 +0000
Subject: Pedestrian and bicyclist safety on Mass Ave

Dear members of the Select Board,

I am writing to you about the safety for pedestrians and bicyclists on Mass Ave. I hope that safety improvements, particularly at the intersection with Appleton street will be a priority for the board. Short term improvements include new roadway striping, but I hope you will do everything to get a long term solution to dramatically improve the safety at this dangerous intersection.

Sincerely,

Leo Boneschansker
88 Summer street

From: Lily Lichtenstein <lilstein@bu.edu>
To: SDeCoursey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com
Date: Sat, 30 May 2020 21:58:42 -0400
Subject: Monday's Agenda

Good Evening All,

My name is Lily Lichtenstein, I am a friend and roommate of Charlie Proctor, the young man who was killed in a bike accident at the intersection of Mass. Ave and Appleton St. on May 5th. I am writing to you all to ask you to please add his fatal accident to the agenda for the Arlington Selectboard meeting on Monday. I frequently rode my own bike with Charlie, and have never met a safer or kind cyclist. It is incredibly tragic that something awful had to happen for this intersection to be re-examined, but as an honor to Charlie I am asking you to please consider making it safer for all who pass through it. The proposed modifications would increase visibility and safety at the intersection of the crash and five other similarly configured intersections. The hope is that no one else will be harmed due to any of these intersections.

Thank you,
Lily Lichtenstein

From: Lane Zimmerman <lane.zimmerman@gmail.com>
To: SDeCoursey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us, mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com
Date: Sun, 31 May 2020 14:48:49 -0400
Subject: Please build safer cycling infrastructure for our community

Hello,

My name is Lane Zimmerman. I recently moved to Somerville to take an exciting new job and have lived here for nearly one year now. I also lived in Somerville from 2013-2014.

I understand that there will be an upcoming decision to increase spending for bike infrastructure following a local man's tragic death. **Please, vote to spend the money now and in future for the purposes of bike infrastructure.** The benefits of having a community/population use bicycles are numerous: more fitness, less traffic, bike paths are cheaper per man-mile than car roads.

I was excited to move back (and still love living here!) to Massachusetts, and specifically Cambridge/Somerville, because it has always felt to me that the Commonwealth governs in a way that places high value on personal wellbeing. Bicycles are an incredible way for individuals to grow themselves and for communities to grow together. Bicycle infrastructure is a way to provide a safe way for the community to ride.

Please vote to improve cycling infrastructure in our community!

Thank you,
Lane

From: Michael Barry <mikebarry657@mac.com>
To: Maria Krepelka <mkrepelka@town.arlington.ma.us>, Adam Chapdelaine <AChapdelaine@town.arlington.ma.us>, Len Diggins <ldiggins@gmail.com>, Jack Hurd <jHurd@town.arlington.ma.us>, Michaiiah Healy <michaiahforselectboard@gmail.com>, Steve DeCoursey <SDeCoursey@town.arlington.ma.us>, Dan Dunn <ddunn@town.arlington.ma.us>, Diane Mahon <dmahon@town.arlington.ma.us>, Joe Curro <jcurro@alumni.tufts.edu>
Cc: East Arlington Livable Streets <ealscoalition@gmail.com>
Date: Mon, 1 Jun 2020 17:59:32 -0400
Subject: Request Safety Improvements to Mass Ave/Appleton/Howard St Intersection

Dear Arlington Select Board,

As you all know, there was a recent bicycle fatality at the intersection of Mass Ave/Appleton St/Appleton Place in Arlington Heights. Due to the intersection geometry, grades and poor sight lines this intersection is a safety challenge for all users, pedestrians, drivers and cyclists and I fear that if nothing is done more accidents will come. I myself bike through this intersection on my daily commute and extreme caution is necessary.

What is really disappointing is that the regional transportation planning agency (CTPS) studied safety issues at the intersection in 2012 but few of the recommendations were implemented due to cost issues and engineering challenges. Due to the complex nature of the Appleton intersection, I recognize there is no easy fix, and that the ultimate solution may be a couple of years away. But something must be done now, in the short term to at least improve safety at the intersection to some degree, such as:

- SHORT TERM - with new roadway striping, modest restrictions on parking, and signs, the bike lane that currently ends at the Dunkin Donuts just west of Appleton should be extended to at least Burton St or, ideally, to connect to the existing bike lanes east of Brattle Square. Inexpensive flex posts could also be installed on the double yellow line to force left-turning motorists to use a tighter radius and move more slowly, such as in the attached photos.
- LONG TERM - building off of the 2012 CTPS report, a new traffic study and design plan must begin very soon. With appropriate public involvement, this could be a year-long process. Finding funding, final bid documents and construction could easily take a couple more years as well.

Based on that, please, please initiate the short term plan this summer.

Thanks for your consideration,
Michael Barry
mikebarry657@mac.com
Mobile: +1.617.257.2251
32 Kilsythe Rd, Arlington, MA 02476

Michael Barry
mikebarry657@mac.com
Mobile: +1.617.257.2251

From: Matthew De Remer <mderemer@gmail.com>
To: SDeCoursey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: michaiahforselectboard@gmail.com, tonkinc@comcast.net, mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com
Date: Mon, 1 Jun 2020 09:36:00 -0400
Subject: Pls. add the recent Mass Ave Car-Bicyclist crash to today's agenda

Good morning,

As a you may be aware a bicyclist, Charles Proctor, was killed in a crash with a motor vehicle on Massachusetts Ave on May 5.

I'd request that the safety of this intersection and those like it be added as an agenda item for today's Select Board meeting.

Although great improvements have been made to Mass Ave in East Arlington those improvements haven't been made to the section that Mr. Proctor died on. Multiple viable recommendations were made in the 2012 memo titled "FFY 2011 Safety and Operations Analyses at Selected Boston Region MPO Intersections: Massachusetts Avenue at Appleton Street and Appleton Place in Arlington". I'm told that there are at least 5 other intersections of concern on Mass Ave with poor sight lines and chaotic lanes.

Thank you for your consideration,
Matthew De Remer
East Arlington

From: Misha Sidorsky <misha.sidorsky@gmail.com>
To: SDeCourcey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com
Date: Sun, 31 May 2020 15:37:58 -0400
Subject: Re: Select Board Meeting Agenda 6/1/2020, Safer Biking

May 31, 2020

From: Misha Sidorsky
50 Langdon St,
Cambridge, MA 02138

To the Members of the Arlington Select Board,

My name is Misha Sidorsky. I'm a 34 year-old resident of Cambridge, and have been living in the Cambridge / Somerville area for eleven years.

I'm writing to you in memory of my good friend, Charlie Proctor, who was killed earlier this month while riding his bike on Mass Ave. in Arlington. This message is also in support of Charlie's partner, Alison Piasecki, who was riding with Charlie that day and painfully witnessed his passing.

We are requesting that the topic of Charlie's death -- specifically the stretch of roadway on Mass Ave. where the accident occurred -- be included in your agenda for tomorrow's select board meeting (June 1, 2020). We're asking that the stretch of Mass Ave without full bike lanes, and at least 5 intersections configured similarly to Appleton and Mass Ave, be modified to improve visibility and safety.

I am an active cyclist and commute by bike from Cambridge to work in Boston, and also regularly enjoy riding my bike through Arlington and Belmont. Since Charlie's death, I have learned there were already [studies](#) dating back nearly 10 years that have highlighted the dangers on this particular stretch of road. I'm not intimately familiar with all the road/bikeway design considerations, but improvements to this intersection (and others similar) feels especially urgent and high priority. The problem is known, well understood and solvable.

Though I am admittedly not one of the most active or outspoken local constituents in Middlesex County (in fact, this may be the first documented request I've written to any members of a Select Board in Massachusetts), I am writing today because I remain heartbroken by Charlie's tragic passing, and have become deeply concerned as I've learned more about the nature of his accident.

Among friends, Charlie was seen as a consummate practitioner of safe outdoor activities. I've trusted him with my life when we recreated in the mountains, and we shared many, many conversations about how to effectively manage our risk while cycling, climbing, and skiing together. Charlie was attentive, careful, and always followed safety principles by the book. I'm confused and shaken by his death.

In a time when safe, sustainable, and accessible biking seems most needed in our local area -- both for environmental and public health reasons -- I currently feel highly anxious and concerned by the thought of myself or friends riding through Arlington. I also fear for other riders who I imagine are less aware of the risks.

I very much appreciate you taking the time to consider this much needed infrastructure improvement.

You can learn a bit more about Charlie [here](#).

Sincerely,
Misha Sidorsky

50 Langon St.,
Cambridge, MA 02138
m: 413.475.4616

From: Mustafa Varoglu <mvaroglu@gmail.com>

To: SDeCourcey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us, Marie Krepelka <mkkrepelka@town.arlington.ma.us>, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com, Eals Coalition <ealscoalition@gmail.com>

Date: Sun, 31 May 2020 20:27:16 -0400

Subject: Bike Safety on Mass, especially at Mass Ave and Appleton

Dear Select Board,

As a bike commuter to work and for errands around town I often take Mass Ave from my home near Shop and Stop up and down Mass Ave as it's the flattest, most direct route from my house to businesses I frequent. When I want to go to businesses in the heights (Trader Joe's, Walgreens, D'Agostino's, Classic Cafe, Home Taste...) I ride fairly often past the intersection at Mass Ave and Appleton and find it challenging to negotiate as cars are usually traveling above the speed limit there and cars coming from the cross street have to advance far past their stop signs to see oncoming traffic. It's a location that carries more risk than most other parts of Mass Ave. Unfortunately it's not a surprise to hear of the recent bike fatality that occurred at this intersection, as the current design increases risk for everyone, particularly for cyclists and pedestrians without the protection of a car.

I agree with EALS' holistic view of making travel options work for all modes in town, and would ask that their suggested two phase plan to improve safety at this intersection begin to be implemented as soon as possible.

- SHORT TERM - with new roadway striping, modest restrictions on parking, and signs, the bike lane that currently ends at the Dunkin Donuts just west of Appleton should be extended to at least Burton St or, ideally, to connect to the existing bike lanes east of Brattle Square. Inexpensive flex posts could also be installed on the double yellow line to force left-turning motorists to use a tighter radius and more slowly.
- LONG TERM - building off of the 2012 CTPS report, a new traffic study and design plan must begin very soon. With appropriate public involvement, this could be a year-long process. Finding funding, final bid documents and construction could easily take a couple more years as well. Based on that, it is imperative that the Town initiate the short term plan this summer.

Sincerely,

Mustafa Varoglu

26 Shawnee Rd, Arlington

From: Noam Reuveni <nicenoam@gmail.com>
To: SDeCourcey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: michaiahforselectboard@gmail.com, tonkinc@comcast.net, mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com
Date: Mon, 1 Jun 2020 11:54:01 -0400
Subject: Cyclist Safety in Arlington

Good morning,

As a you may be aware a bicyclist, Charles Proctor, was killed in a crash with a motor vehicle on Massachusetts Ave on May 5.

I'd request that the safety of this intersection and those like it be added as an agenda item for today's Select Board meeting.

Although great improvements have been made to Mass Ave in East Arlington those improvements haven't been made to the section that Mr. Proctor died on. Multiple viable recommendations were made in the 2012 memo titled "FFY 2011 Safety and Operations Analyses at Selected Boston Region MPO Intersections: Massachusetts Avenue at Appleton Street and Appleton Place in Arlington".

I understand there are at least 5 other intersections of concern on Mass Ave with poor sight lines and chaotic lanes. As a cyclist who commutes through Arlington and uses Mass Ave for recreation, this is truly terrifying, and is of great concern.

Please allow some progress to come from Charles Proctor's unnecessary death and take up this topic for discussion. Thank you for your consideration,

Noam Reuveni
15A Allston Terrace

From: Nitin Sonawane <nitin.sonawane@gmail.com>
To: SDeCourcey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: michaiahforselectboard@gmail.com, tonkinc@comcast.net, mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, senateoffice@willbrownsberger.com
Date: Tue, 2 Jun 2020 21:08:24 -0400
Subject: Fatal bicycle crash



Hello,

As a you are no doubt aware a bicyclist, Charles Proctor, was killed in a crash with a motor vehicle on Massachusetts Ave on May 5.

I would like to request your continued attention to improving the safety of our roadways for pedestrians and bicyclists. As a resident of neighboring town of Belmont, I routinely bike into and around Arlington with my kids and am shaken by the news of this tragic accident.

Thank you for your consideration,

Nitin Sonawane
137 Chilton St,
Belmont MA 02478

CC: Senator William Brownsberger

From: "Ozzie Street (GB-A)" <ozstreet@gordonbrothers.com>
To: "SDeCoursey@town.arlington.ma.us" <SDeCoursey@town.arlington.ma.us>, Joe Curro - <jcurro@alumni.tufts.edu>, Diane Mahon - <DMahon@town.arlington.ma.us>, Dan Dunn - <DDunn@town.arlington.ma.us>, John Hurd - <JHurd@town.arlington.ma.us>
Cc: "mkrepelka@town.arlington.ma.us" <mkrepelka@town.arlington.ma.us>, "townmanager@town.arlington.ma.us" <townmanager@town.arlington.ma.us>, "ldiggins@gmail.com" <ldiggins@gmail.com>, "michaiahforselectboard@gmail.com" <michaiahforselectboard@gmail.com>
Date: Mon, 1 Jun 2020 00:48:44 +0000
Subject: Arlington Select Board Meeting - Charlie Proctor

Hi All,

I hope this note finds you all well and making the most of the current pandemic and its many limitations. I write to you in advance of your meeting tomorrow to express my hope that the committee is able to consider the issue of bike-friendly modifications to Mass. Ave. in the wake of the passing of Charlie Proctor. As I am sure you all know Charlie was a wonderful person, friend and son that deserved better than the fate dealt to him on May 5th. I hold Charlie, his family, his girlfriend and our network of friends very close to my heart and hope that this incident will inspire action that is overdue.

I am a lifelong Massachusetts resident and currently reside in Somerville. I love this state and returned home after college in North Carolina because I know the people of Massachusetts, including my life-long friends from Arlington, to be thoughtful, caring and reliable. I am sure you can understand my disappointment when I read the 2012 report highlighting the dangers of the intersection where this accident occurred. This intersection is both popular and dangerous and warrants expedited and thoughtful changes. Given the current state of decreased travel I am afraid there is no better time to make this impact than now.

Best,

Ozzie Street
Senior Appraiser, Retail Valuations
[Gordon Brothers](#)
office 617.422.6531
follow us on [LinkedIn](#) & [Twitter](#)

From: Pam DiBona <padibona@me.com>
To: SDeCoursey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com, Eals Coalition <ealscoalition@gmail.com>
Date: Sat, 30 May 2020 13:57:24 -0400
Subject: Improving bicycle safety on Mass Ave

Dear Members of the Arlington Select Board:

We write with deep concern about the ongoing hazards experienced by bicyclists riding along Mass Ave, especially in light of the recent death of Charlie Proctor at the intersection of Mass Ave and Appleton Street. This tragedy could have been prevented with better sight lines and warning markings for drivers who have become too used to cutting the corner at this intersection.

With the Commonwealth opening up more and more, we will no doubt see a resurgence in road traffic, both cars and bicycles. We urge you to take up and implement the reasonable recommendations made by the East Arlington Livable Streets Coalition for immediate improvements, and to initiate a study for longer-term changes to that intersection in particular.

Thank you for your attention to this important matter.

Sincerely,

Pam DiBona
Adam Gerberick
53 River Street

From: Philip Goff <philipgoff@hotmail.com>
To: "SDeCourcey@town.arlington.ma.us" <SDeCourcey@town.arlington.ma.us>,
"jcurro@alumni.tufts.edu" <jcurro@alumni.tufts.edu>, "DMahon@town.arlington.ma.us"
<DMahon@town.arlington.ma.us>, "DDunn@town.arlington.ma.us" <DDunn@town.arlington.ma.us>,
"JHurd@town.arlington.ma.us" <JHurd@town.arlington.ma.us>
Cc: Marie Krepelka <mkrepelka@town.arlington.ma.us>, 'Adam Chapdelaine'
<townmanager@town.arlington.ma.us>, Chad Gibson <ealscoalition@gmail.com>, "ldiggins@gmail.com"
<ldiggins@gmail.com>, "michaiahforselectboard@gmail.com" <michaiahforselectboard@gmail.com>
Date: Sun, 31 May 2020 14:52:12 +0000
Subject: Bicycle safety improvements needed at Mass Ave/Appleton and elsewhere

hello esteemed members of the Arlington Select Board, I hope you are well doing well during these unprecedented times.

I am writing today to express my concern for the safety of road uses, especially bicyclists, at the intersection of Mass Ave and Appleton Street. The tragic fatality of a bicyclist there in early May was not an aberration. It was not a random, unfortunate accident because the rider just happened to be in the wrong place at the wrong time. Everyone in Town knows that the awkward geometry, grades and hidden sight lines make this intersection dangerous for everyone: pedestrians, drivers and motorists. Most exposed to danger are bicyclists heading east who may not always be visible to westbound motorists taking a left onto Appleton. This is what caused the death of Charlie Proctor, and the many near misses that bicyclists encounter regularly at this intersection.

One primary problem is that motorists are currently able to take a sweeping left turn, at-speed, to head up the hill. They too-frequently make a split-second judgement about the gap available, and can easily miss bicyclists coming in the opposite direction, especially if the rider is in the "shadow" of an adjacent SUV or pick-up truck. Something must be done to regulate how motor vehicles take a left turn, either with a complete traffic light with left turn signal, restrictions on left turns entirely, and/or median island or something in the center of the roadway that forces motorists to take a more calculated, slow and deliberate left turn at a tighter radius. These are the solutions that must be studied by transportation designers and traffic engineers. **Given possible costs for a reconfigured intersection, a solution may be a few years away...as such, I recommend that the planning work begin immediately by TAC with support from ABAC, the Planning Department and others.**

The other primary problem is that bicyclists are not only less visible at this intersection, but face a series of hazardous intersections along Mass Ave from Brattle Square up to Arlington Heights. Ironically, this challenging segment of Mass Ave is the longest in Town without designated bike lanes. The shared lane marking do very little to guide bicyclists to ride in the correct position and do virtually nothing to warn motorists to the presence of bicyclists in the roadway, especially at the awkward series of Mass Ave intersections: at Lowell, at Appleton and at Forest/Burton. **The relatively simple, relatively inexpensive solution is to connect the bike lanes that currently lie west of Lowell St and east of Brattle Square.** Proper demarcation of the bike lane with bright green pavement markings (as seen in Arlington Center) will help improve

navigation for cyclists and increase awareness of cyclists by motorists at the trickiest intersections.

Placing bike lanes in this stretch will also reduce the dangers of "dooring" for bicyclists, which is a recurring problem where the shared lane markings have been installed. The new bike lanes desperately needed on Mass Ave will have some impact on on-street parking, though a strategic plan would minimize parking loss, especially when adjacent to businesses that rely on parking for customer access. The bike lanes should not only be considered in the longer-term planning described above, but should be designed and installed as a short term improvement as soon as possible. **Striping the bike lanes this summer would be an appropriate response to the fatality, with the goal of fixing the Mass Ave/Appleton intersection for ALL road users in a 3-5 year time frame.** (Note: this was exactly the approach made by the City of Cambridge after the 2016 fatality of a bicyclists in Inman Square. In less than a year, the City instituted a ban on left turns and striped green bike lanes through the intersection. Now, four years later, construction has commenced on the redesign that will improve safety for bicyclists, pedestrians and motorists.)

I commend the work the Town has done to improve pedestrian and bicyclist safety and accessibility in the past ten years. Mass Ave, however, is still a glaring safety problem for pedestrians and bicyclists. We should aspire to never have a vulnerable user ever killed again on the Town's premier street. Following the recommendations above will take us one big step closer to meeting this goal.

thank you,
Phil Goff
TMM Pct 7
94 Grafton Street

From: Parke Wilde <parke.wilde@gmail.com>

To: jcurro@alumni.tufts.edu, DDunn@town.arlington.ma.us, mkrepelka@town.arlington.ma.us, SDeCoursey@town.arlington.ma.us, DMahon@town.arlington.ma.us, JHurd@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com, EALS Coalition <ealscoalition@gmail.com>

Date: Mon, 1 Jun 2020 11:52:49 -0400

Subject: In support of changes to Appleton Street and Mass Avenue

Hi friends on the Select Board. I was so sad to read about the cycling death and injuries and Appleton Street and Massachusetts Avenue in Arlington. Such a tragedy. I always have feared that intersection. Perhaps we all have. I have been reading emails from Mass Bike and East Arlington Livable Streets about this, and they make a lot of sense. They propose two steps: (1) short term change in lane markings, and removal of a couple parking spaces, and (2) proper study building on a 2012 report. Phil Goff's illustration of the short term change is really compelling. Truly drivers do not really want to kill people, but, to be safe, they need a visual signal of the "conflict zone". The green stripes in Phil's attachment look like a great idea. Take a look and see for yourself. Thanks for all you do to keep transportation in Arlington effective and safe! Best, Parke (24 Amherst St.)

--

Parke Wilde

Professor

Friedman School of Nutrition Science and Policy, Tufts University

150 Harrison Ave., Boston, MA 02111

617-636-3495 (voice), 339-368-2975 (cell), parke.wilde@tufts.edu

Book and blog: www.usfoodpolicy.com

From: "Manohar, Sandhya" <smanohar@g.harvard.edu>
To: sdecourcey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, JHurd@town.arlington.ma.us, DDunn@town.arlington.ma.us
Cc: mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com
Date: Sat, 30 May 2020 18:45:19 -0400
Subject: Adding bike crash at Appleton and Mass Ave to Monday meeting agenda

Hi all,

I'm a friend of Alison Piasecki and the late Charlie Proctor and a cyclist who lives in the Somerville/Cambridge area. I'm writing to implore you to add the accident that killed Charlie to your meeting agenda on Monday. It is imperative that this is addressed since it is only time before another tragic accident occurs at this and other poorly set up intersections-- particularly now that more folks are biking due to the riskiness of public transportation during the covid-19 era. Please make this a priority for discussion and action.

Sincerely,
Sandhya Manohar

--

Sandhya Manohar

PhD Candidate
King Lab | Department of Cell Biology
Harvard University

From: Sean Murray <smurray.buzz@gmail.com>
To: SDeCourcey@town.arlington.ma.us, jcurro@alumni.tufts.edu, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us
Cc: mkrepelka@town.arlington.ma.us, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com
Date: Sun, 31 May 2020 19:31:17 -0400
Subject: Appleton/Mass Ave Intersection Concern

All,

I'm Sean Murray, a resident of North Cambridge less than 200 yards from Arlington. I'm writing to express my hope that the Monday meeting of the select board meeting can address the dangerous intersection at Appleton and Mass Ave. I read about the tragic death of a young man at this intersection a couple weeks ago, and was horrified to find that he was my friend, Charlie Proctor. I am also a cyclist, and have encountered several incidents at this intersection that were not quite "near-misses", but resulted cars and bikes having to execute hard brakes and swerves. I think the safety of the entire community would be improved if a discussion of how to improve visibility and safety of this intersection, and ones like these.

Thanks for your time

Sean

From: Timothy L Grove <tlgrove@mit.edu>
To: "DMahon@town.arlington.ma.us" <DMahon@town.arlington.ma.us>
Date: Mon, 1 Jun 2020 19:49:15 +0000
Subject: Request to discuss the Appleton Street/Place - Mass Ave. intersection

Dear Diane,

My former student at MIT, Alison Piasecki asked that I send a personal communication to members of theSelect Board to discuss the intersection where Charlie Proctor was killed by an automobile on May 5th. Alison was riding with him at the time.

We all know that is a dangerous intersection, and it really is beyond time to do something about it. I am a bicycle commuter and have used a bicycle to commute back and forth to my work at MIT for ~41 years for 7-8 months a year (the snow keeps me off the road from December till April), but I live on Menotomy so, I don't have to deal with that intersection on a bicycle, but in a car it is a dangerous place.

I was so happy when we finally got bike lanes on Mass. Ave. Makes things so much safer for all, and I was really surprised how much it improves driving etiquette for those in car. If we can make that intersection safer for all, that would be great.

Thanks for your consideration.

Best regards,

Tim

Timothy Grove
Robert R. Shrock Professor of Earth and Planetary Sciences
Department of Earth, Atmospheric and Planetary Sciences
Massachusetts Institute of Technology
54-1220
Cambridge, MA 02139
617-253-2878 - office
617-253-7102 - fax
tlgrove@mit.edu

From: "Thouis (Ray) Jones" <thouis@gmail.com>

To: SDeCoursey@town.arlington.ma.us, JCurro@town.arlington.ma.us, DMahon@town.arlington.ma.us, DDunn@town.arlington.ma.us, JHurd@town.arlington.ma.us, Marie Krepelka <mkrepelka@town.arlington.ma.us>, townmanager@town.arlington.ma.us, ldiggins@gmail.com, michaiahforselectboard@gmail.com

Date: Tue, 2 Jun 2020 12:22:34 -0400

Subject: Please fix intersection of Mass. Ave. and Appleton Street

To the Select Board,

I'm writing to urge you to take immediate (as well as long-term) action to improve safety at and around the intersection of Mass. Ave. and Appleton Street. This intersection is unsafe for almost all users, but particularly pedestrians and cyclists, with the death of Charlie Proctor being only the most recent evidence.

This intersection is heavily used by a large number of young students going to Ottoson, and I fear that it's only a matter of time until another death or serious injury occurs there.

I urge the Board to take immediate action to improve this intersection. I also urge you to expedite longer term improvements, such as those suggested in the 2012 CTPS recommendations, e.g., realigning the geometry of the intersection to shorten crossings and improve sight lines. In addition, a left-on-green only signal would help a repeat of the crash that killed Charlie Proctor.

Thank you,
Thouis Jones
51A Wyman Terrace, Arlington

From: Tyler Mackey <tjmackey@mit.edu>
To: "DMahon@town.arlington.ma.us" <DMahon@town.arlington.ma.us>
Date: Sun, 31 May 2020 16:06:09 +0000
Subject: Please add Appleton/Mass Ave bike fatality to Select Board meeting agenda

Dear Ms. Mahon,

As a frequent cyclist on Mass Ave and an Arlington resident, I would like to request that the recent fatal bike crash at Appleton and Mass Ave to be added to the select board meeting agenda this Monday. I have heard from the partner of Charlie (who died in [this crash](#)) that there are at least 5 intersections on Mass Ave similarly configured to the intersection where the accident occurred, and I would like to petition that this stretch of Mass Ave be modified to improve cyclist visibility.

Thank you for your consideration,
Tyler

Tyler Mackey
74 Magnolia Street
Arlington, MA 02474

From: phyllisfenander@aol.com
To: "DMahon@town.arlington.ma.us" <DMahon@town.arlington.ma.us>
Cc: "mkrepelka@town.arlington.ma.us" <mkrepelka@town.arlington.ma.us>, "freidy@town.arlington.ma.us" <freidy@town.arlington.ma.us>, "amaher@town.arlington.ma.us" <amaher@town.arlington.ma.us>, "lcosta@town.arlington.ma.us" <lcosta@town.arlington.ma.us>
Date: Sun, 7 Jun 2020 16:47:50 +0000 (UTC)
Subject: Charlie Proctor's "Accident"

Dear Diane M. Mahon,

As Chair of the Select Board through this year, you have grave authority to implement change on the streets of Arlington, especially in this case, at the intersection of Massachusetts Avenue and Appleton Streets where my nephew, Charlie Proctor, died on May 5th. As his aunt, and sister to his mother, I am devastated, as you would be also.

We hope that all the committees, advisors, engineers, and those who have the power to say "Go" to the reconstruction of that intersection will all work together to quickly draw the plans, implement the necessary lights to stop traffic from killing people on bicycles, or in cars. Please. Too many people have said what a terrible intersection that is, but it was left as a blinking light. There should not be such knowledge of inadequacy for so long in your town.

We have an intersection here in Hanover, NH, that is very similar to the one in Arlington: there are three lights, everyone stops even on Route 120, and waits. At that intersection, there is a Co-op, a gas station, a drive-thru bank, a retirement community, and then the street veering left to the high school and college. It's intricate, and it works. You can do that too. Contact the Hanover administrator, Julie Griffith, if you want to know more.

But please do not let this slide into oblivion and allow more people to be killed. You know what to do. Ironically, Charlie was an engineer and would have solved the problem cleanly. Please do it.

Thank you.
Phyllis C. Fenander



Town of Arlington, Massachusetts

Shared Streets Pilot Program and Fatal Bicycle Crash

Summary:

Brian Ristuccia, 73 Rhinecliff Street

ATTACHMENTS:

| | Type | File Name | Description |
|---|-----------------------|----------------------|-------------|
| ▢ | Reference Material | B._Ristuccia_CR.docx | Reference |

-----Original Message-----

From: Brian Ristuccia <brian@ristuccia.com>

To: dianemahon@verizon.net

Sent: Mon, Jun 1, 2020 4:20 pm

Subject: Shared / Slow Streets, Mass Ave & Appleton Street [Was: Re: Sidewalk Space for Social Distancing / Suspending Mandatory Sidewalk Use]

Diane,

Thank you for voting to move forward with the Shared Streets / Slow Streets pilot at the 5/18 meeting. Given the results of the pilot, I encourage the board to broadly empower the manager and transportation planner to resume and expand the Shared Streets / Slow Streets program and related measures like lane conversions and temporary sidewalk expansions.

Also, I'm sure you've received or are soon to receive correspondence from the various advisory committees (TAC, ABAC) and advocacy groups like EALS regarding the fatal crash at Mass & Appleton. This area has long been a sore spot on my commute, and over the years I have witnessed several close calls and the aftermath of more than one crash. It is a danger to our most vulnerable travelers and a barrier to kids getting to school safely. I urge the select board to support the installation of quick-build interim remediations in this area of Mass Ave while the town works on design and funding for a more permanent solution.



Town of Arlington, Massachusetts

Next Scheduled Meeting of Select Board To Be Determined

Summary:

You are invited to a Zoom webinar.

When: Jun 8, 2020 07:15 PM Eastern Time (US and Canada)

Topic: Select Board Meeting

Please click the link below to join the webinar:

<https://zoom.us/j/93857657088>

Or iPhone one-tap :

US: +13017158592,,93857657088# or +13126266799,,93857657088#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 301 715 8592 or +1 312 626 6799 or +1 646 876 9923 or +1 253 215 8782 or +1 346 248 7799 or +1 408 638 0968 or +1 669 900 6833

Webinar ID: 938 5765 7088

International numbers available: <https://zoom.us/u/aH8el5uu>

Notice to the Public on meeting privacy In the interests of preventing abuse of videoconferencing technology (i.e. Zoom Bombing) all participants, including members of the public, wishing to engage via the Zoom App must register for *each meeting* and will notice multi-step authentication protocols. Please allow additional time to join the meeting. Further, members of the public who wish to participate without providing their name may still do so by telephone dial-in information provided above.

Members of the public are asked to send written comment to amaher@town.arlington.ma.us by June 8, 2020 at 3:00 p.m.

Documents regarding agenda items will be made available via Novus Agenda and the Town's Website.

<https://www.mass.gov/doc/open-meeting-law-order-march-12-2020/download>